

# Shoreline

Community Plan  
and Area Zoning

COMMUNITY PLANNING  
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King County  
Division of Planning

AUGUST, 1980

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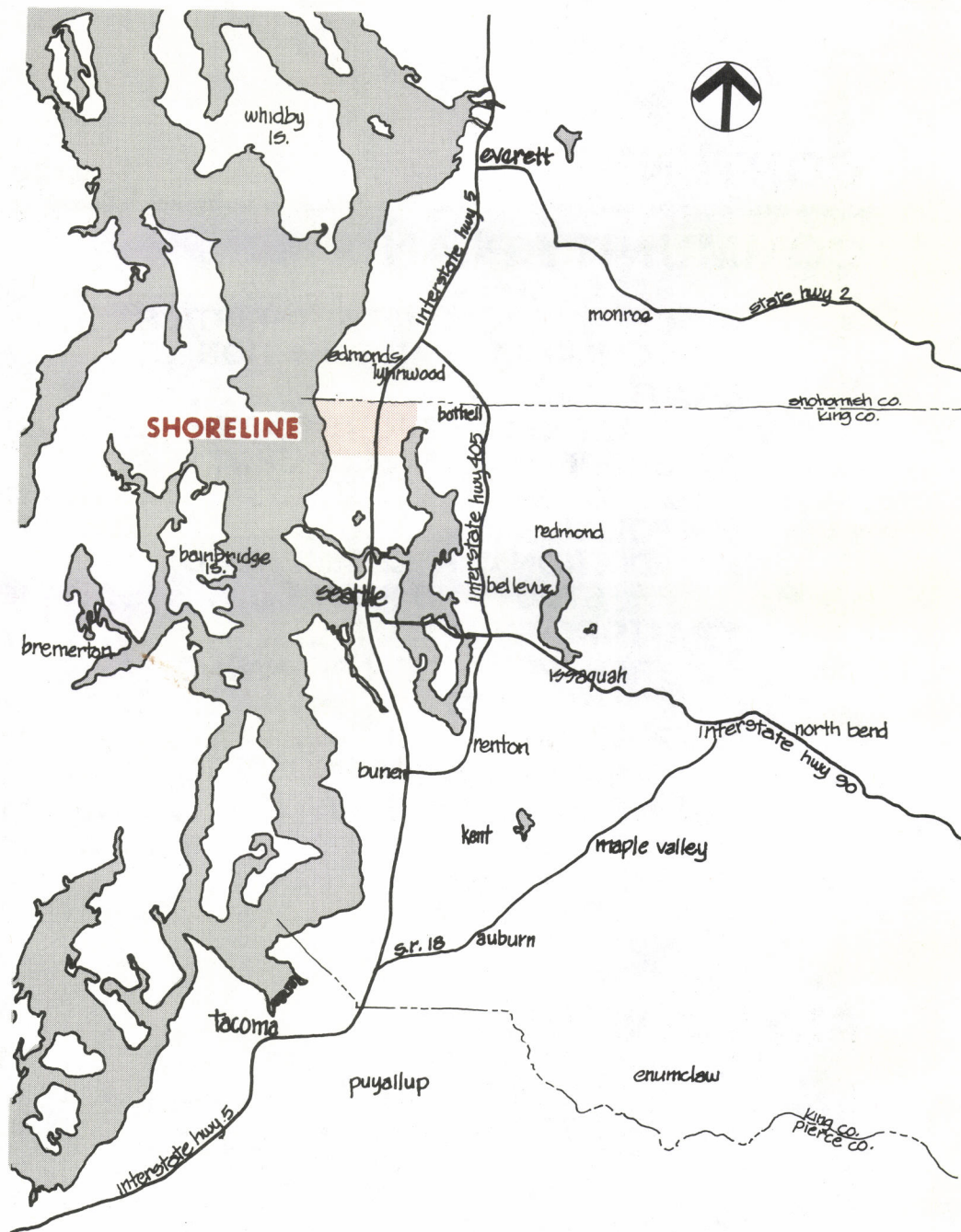
### **COMMUNITY PLAN**

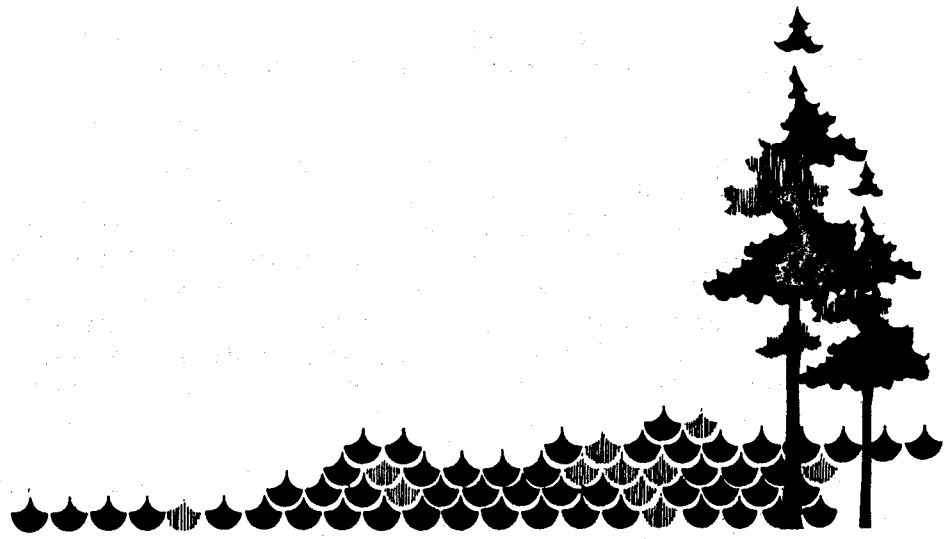
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# Community Plan

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## BACKGROUND

In April 1977, twenty Shoreline Community residents were appointed by the King County Council and Executive to prepare a plan that would outline the orderly physical development of their community. This group of citizens, known as the Shoreline Community Planning Committee worked with representatives of King County government and citizens of the Shoreline area. Throughout the formation of the plan community participation was strongly encouraged. Weekly committee meetings were held which were open to the public. Two area wide presentations, in which all property owners were invited by mail, were organized to encourage citizen involvement. The result of this intensive process is represented by this report. In summary, it includes the Planning Committee's recommendations on issues relating to land use, transportation, and recreation as adopted by the King County Council. The Shoreline Community Plan is the major directive for guiding land use, transportation and recreation decisions in Shoreline during the next 6 to 10 years. This document identifies recommended population growth, development goals and policies to be encouraged by King County. In addition, in order to implement the plan, the zoning for some parcels has been amended in an area-wide context.

## STUDY AREA LOCATION

The Shoreline study area is located in the northwest corner of King County, between the city limits of Seattle and the King/ Snohomish county line. It is bounded by Puget Sound on the west, 145th St. on the south, Lake Washington and 55th Ave. NE. on the east and 205th St. on the north. Neighborhoods within the Shoreline area include; Richmond Highlands, Richmond Beach, Innis Arden, the Highlands, Echo Lake, North City, Ridgecrest, Hill Top, Sheridan Beach and the City of Lake Forest Park.

## **LEGAL FRAMEWORK FOR PLANNING**

Both the State of Washington and King County recognize the importance of planning for future growth and development.

Section 36.70.320 of the Revised Code of Washington requires each County planning agency to "prepare a comprehensive plan for the orderly physical development of the county, or any portion thereof, and may include any land outside its boundaries which, in the judgement of the planning agency, relates to planning for the county." Further, section 36.70.340 states that "the comprehensive plan may also be amplified and augmented in scope by progressively including more completely planned areas consisting of natural homogeneous communities, distinctive geographic areas, or other types of Districts having unified interest within the total area of the county."

The King County Charter in section 320.20 requires that the Executive shall be responsible for "preparing and presenting to the County Council comprehensive plans including capital improvement plans for the present and future development of the county." Section 220.20 of the charter states that the Council "shall adopt by ordinance comprehensive plans, including capital improvement plans, for the present and future development of the county."

The Comprehensive Plan for King County was adopted in 1964 to meet the requirements of the Planning Enabling Act R.C.W. 36.70. This plan established the general goals and guidelines for development throughout King County. However, since 1972 the King County Executive and Council has recognized the need to provide the various communities and districts, that make up the county, with plans that more closely meet their individual needs. R.C.W. 36.70.340, as mentioned above, permits the county to augment the comprehensive plan through devices such as community plans.

The community plan for Shoreline was authorized by the County Council in March of 1977. Motion 02946 established that the "scope of the plan shall be principally concerned with areas of LAND USE, TRANSPORTATION, RECREATION AND RELATED CAPITAL IMPROVEMENT PROGRAMS planned for implementation in the next six to twelve years." The motion further appointed a 21 member Planning Committee, made up of local Shoreline residents, and a non-resident chairperson. The Shoreline Community Plan Committee was responsible for Community participation, assessment of community attitudes and desires, assistance in developing the proposed policies, programs and alternatives for the plan and, finally, submitting a RECOMMENDED COMMUNITY PLAN to the County Executive and Council.

## **COMMUNITY PLANNING PROCESS**

The development of a Community Plan can be broken down into a series of 7 steps.

## **A. COMMUNITY PROFILES**

These profiles describe the existing physical, social and economic make up of the community plan area, as well as county ordinances and policies that influence the development of a plan.

## **B. COMMUNITY ATTITUDES**

Through a series of community meetings the major issues, desires, ideas, problems, etc. are identified and put in order of priority.

## **C. COMMUNITY GOALS AND POLICIES**

During this process the Planning Division and the citizen planning committee develop goals and policies which respond to future population growth and other needs expressed by local residents during the community meetings.

## **D. COMMUNITY LAND USE, TRANSPORTATION, AND RECREATION PROGRAMS**

These represent the actual programs formulated by the planning committee and planning division to implement the general goals and policies. These projects consist, in part, of zoning changes, new bus routes, recommended sites for future park acquisition, etc.

## **E. COMMUNITY PLAN DRAFT**

The draft plan summarizes the goals, policies and programs that the citizen planning committee recommended. The draft plan is open to review and change by all residents of the community planning district. These final recommendations are submitted along with the draft plan to the King County Council and Executive.

## **F. ENVIRONMENTAL IMPACT STATEMENT**

This step is performed by the Planning Division to assess what, if any, impacts implementation of the community plan will have on the environment in the community planning area.

## **G. FINAL COMMUNITY PLAN**

This represents the final document adopted by the County Council to guide development over the next 6 to 12 years for the Shoreline Community.

# **COMMUNITY CHARACTERISTICS**

The following is a brief summary of the various physical and social features that make up the Shoreline Community. A complete inventory is provided in the Shoreline Community Profile part 1 through part 5.

## **NATURAL CHARACTERISTICS**

Shoreline is located in the northwest corner of King County, between the City of Seattle on the south and Snohomish County on the north. The community is a plateau that rises quickly above Puget Sound and Lake Washington. The plateau is drained by 4 major streams; Boeing Creek flowing into Puget Sound and McCleer, Lyon and Thorton creeks running into Lake Washington.

There is only one natural lake in the Shoreline area, Echo Lake. Most of the other ponds or lakes were created in the process of mining peat along Thorton creek, i.e. Ronald Bog, etc. In other areas a few small ponds have been created along the streams for flood control purposes. Although no virgin timber exists in Shoreline there are substantial stands of second growth conifers and native deciduous trees. Most of this tree cover can be found on the steep slopes adjacent to Puget Sound, Boeing, McAleer and Lyon creeks.

Outstanding features include, in part, the views available from the edges of the plateau. the rural atmosphere in many areas of Shoreline created by the heavy tree cover and the undisturbed appearance of the shoreline along Puget Sound.

## **SOCIAL CHARACTERISTICS**

### **HISTORY**

The first settlement in Shoreline was Richmond Beach established in the late 1880's. It was connected to other populated areas on Puget Sound by the Great Northern Railroad running along Puget Sound and the ferry boats known as the 'mosquito fleet'. Because of limited access growth in Shoreline remained limited until about 1910. At that time two major north-south transportation links were built; Pacific Highway and an Interurban Railway. Growth and development accelerated through the 1920's, until the depression of the 1930's. At the outbreak of World War II a tremendous amount of new housing was constructed in Shoreline to serve the needs of people moving to Seattle for defense production and families stationed at the nearby military bases. This growth continued after the war and through the 1960's until the population reached a level of just over 60,000 people. By the 1970's all but 10% of available land had been developed and as a result population growth has dropped dramatically. Today the population is 60,000 persons.

### **DEMOGRAPHY**

Shoreline is a fairly homogeneous community. Ninety-eight percent of the population is white and in the middle income level. The average household is slightly greater than 3 persons per household. In 1970 the census showed that over 58% of the families had children under 18 living at home. However, by 1977 the number of school children had dropped significantly, from 17,000 school children to 12,000.

Shoreline is still a young community; in 1970 only 5.3% of the population was over 65. Less than 3% of the total population is made up of

"ethnic" groups, the most significant are Afro-Americans, Asians, and Spanish-speaking residents.

Shoreline as a whole has a median income higher than the total for King County. As of 1970 3.2% of the Shoreline households were below the poverty level and .51% were receiving public assistance.

## **PUBLIC FACILITIES AND SERVICES**

Shoreline is a suburban community and a wide range of services are necessary to provide for the social and health needs of the residents. The major facilities include the following;

### **RECREATION**

Because of the Forward Thrust Bond issue passed by King County Residents in 1968, Shoreline has most of the necessary neighborhood and community parks it needs. There is a lack however, of athletic fields and a few neighborhood park sites.

### **SCHOOLS**

The student population in Shoreline has decreased from 17,000 students in 1970 to just over 12,000 today. This has resulted in the closure of some schools. However, only one school has been sold (as a park site) and, therefore, there are sufficient facilities to meet any major increase in the student population that might occur. It is anticipated that even by 1990 the school population will only be slightly higher than it was in 1970.

### **FIRE AND POLICE PROTECTION**

There are 3 Fire stations, 2 volunteer and 1 manned, in the Shoreline Community. In addition to these the City of Seattle provides service to the south-east corner of Shoreline and Fire District 16 (Kenmore Area) provides protection service in the north-east area of the community.

Police protection is provided by King County Public Safety. The area is served by a new precinct station that has been recently completed in the Kenmore area.

### **UTILITIES**

Shoreline is served by 5 separate water districts and 6 sewer districts. The entire Shoreline area is now served by public water and all but few small areas are presently served by sanitary sewers. It is anticipated that all remaining areas in Shoreline will probably be sewered by 1990.

Stormwater runoff relies almost exclusively on natural systems. Because of this King County has enacted ordinances which limit the amount of stormwater runoff from any new development. Stormwater from these developments must be metered by on-site retention to prevent excessive erosion and flooding.

Solid waste is either handled through individual contracts with private disposal companies or by hauling the waste to the First Northeast Transfer station, located near N. 165th and Corliss Ave. N. A minimal fee is charged for all county residents.

Electrical service is provided by Seattle City Light, natural gas by Washington Natural Gas and telephone service by Northwest Bell and General Telephone.

## **TRANSPORTATION**

Shoreline developed around the North-South transportation routes connecting the Seattle and Everett metropolitan areas. This has been both a benefit and a problem. Access to Seattle and Everett is generally quite good. Unfortunately, there are no direct routes east-west connecting the areas along Puget Sound with Kenmore/Bothell and other areas on the east side of Lake Washington. Bus service is reasonably good to downtown Seattle as well, but east-west service has been recommended for improvement.

## **DEVELOPMENT CHARACTERISTICS**

### **LAND USE AND ZONING**

The majority of Shoreline is zoned for single family housing about 4 units per acre. Areas along steep slopes and ravines are generally zoned at lesser densities to minimize developmental impacts. Multi-family and commercial development are concentrated along Aurora Ave. N., at Richmond Beach, Ballinger Terrace, North City, Lake Forest Park Shopping Center, 15th NE. and NE. 145, and at the northern end of Lake City.

At the beginning of this planning process approximately 10% of Shoreline remained undeveloped. Much of this land is zoned for residential development, either single family or multi-family housing. During the past two years, as a result of the recent housing demand, much of the vacant land is now being developed for housing.

## **COMMUNITY PARTICIPATION**

It is the objective of Community Planning to identify development goals, policies and improvements that meet the general desires of the community. The planning process has included intensive community participation. A citizen Community Plan Committee was formed and public attendance was strongly encouraged during the year of planning meetings that were held to formulate the plan. The Planning Committee was formed to represent the varied views and opinions within the Shoreline Community. Representation included community organizations, various age, ethnic, and cultural groups and the geographical distribution of the population.

One of the important steps in the community planning process was to assess community attitudes relative to the development of the study area. A survey of this type will help to facilitate identification of a community's goals. How can this information be gathered? A proven process involving small groups at community meetings was employed in Shoreline. There were four community meetings held in various locations (per zip codes) and in addition, both the Shoreline Community Plan Committee and the Shoreline Chamber of Commerce underwent the same process. The procedure used at these meetings resulted in a list of priorities regarding the issues expressed by the participants. The issues and their priority are listed below.

Subsequent to these area-wide community meetings, the Shoreline Community Plan Committee met on a regular schedule from the first of May 1977 to the first of April 1978. These meetings, which the public was encouraged to attend, were consistently covered by the local newspaper, the Shoreline Journal. The Planning Division office has a record of all articles written regarding the Shoreline Plan, the Committee or other King County activity that occurred during the planning process. Copies of the Planning Committee meeting minutes are also available.

## **COMMUNITY PRIORITIES**

### **PRIORITY I. TRANSPORTATION**

Transportation was mentioned by residents more than twice the number of times of any other issue and represents a third of all issues discussed. Topping the list of transportation issues was the need for improved public transportation, both within Shoreline and to areas outside, especially east of Lake Washington and Snohomish county. More park and ride lots, pedestrian safety in terms of sidewalks, paths, crossings, etc., and the need for bicycle paths tallied next in importance among transportation issues. Also mentioned were problems with east-west transportation, in general, and issues against extension of NE. 205 St.

General concerns were stated regarding traffic control at specific locations; i.e., speed control, signals, signing and circulation problems. Finally, there were some issues concerning streetlighting, and a few concerned with roadway maintenance.

## **PRIORITY II. PUBLIC SAFETY**

These items represent the second major category of concerns. Most issues generated were in regard to police protection; better response time and increased police patrols especially in residential areas to deter burglary and vandalism. Problems with animal control was another important issue. The need for an emergency phone no. or '911', and expansion of the "Medic I" program consistently scored high.

## **PRIORITY III. LAND USE PLANNING AND ZONING**

The majority of issues in this category focused on the desire to protect the single family residential character of Shoreline; in regard to zoning restrictions, expansion of commercial areas, and infringement of multi-family residential sites. Concern was also voiced on the need to improve publicity of proposed zoning changes.

## **PRIORITY IV. RECREATION**

Community comments focused on the need to develop and expand existing parks, acquire and develop new parks, and the need for specific facilities.

## **PRIORITY V. ENVIRONMENTAL MANAGEMENT**

The need to initiate noise control topped the list of community concerns in this category. Next, the need for preservation of open space/greenbelt areas was mentioned several times. A general concern for aesthetics was expressed through issues regarding landscaping, beautification of commercial areas, sign control, and litter control. The reduction of lighting to save energy and the need to recycle were also areas of concern.

## **PRIORITY VI. GOVERNMENT**

A concern with high taxes in one form or another represented most of the issues in this category. The need to improve the delivery of governmental services was also mentioned.

## **PRIORITY VII. SCHOOLS AND HUMAN SERVICES**

The greatest number of issues here expressed, in one way or another, the desire for increased and innovative use by the community of schools and facilities; especially schools which have been closed. Other issues were the need for better school funding, the disposal of the Shoreview School site, along with the need for specific human services.

## **PRIORITY VIII. UTILITIES AND DRAINAGE**

As expected, most of these issues were site specific; drainage problems, areas subject to flooding, and sewer problems. However, the desire for underground wiring was expressed many times. Specific drainage recommendations are not included in the plan, however an overall recommendation is made under Item B on Page 15.

# LAND USE

## ALTERNATIVES FOR GROWTH

Development or growth of a community is usually influenced by two basic conditions: 1) the economic growth in the community and 2) the amount and type of public investment that is made. The first method relates, basically, to the number of jobs and their accessibility. When jobs are plentiful people move into the community. As the number of jobs decrease the movement of new population into the community slows. In extreme conditions population will decrease. The second influence to growth is the level of services in a community, such as transportation, utilities, recreation, etc. A residential community's growth will be restricted if, for instance, the road system linking that residential area to an employment center has a capacity much less than the number of auto trips that could be generated if the community fully developed.

However, it would be simplistic to imply that only two or three conditions totally affect the growth of a community, it is the combination of many factors that control development. But, because public policies and services play a role in controlling or encouraging growth, new policies or programs that are developed as part of the community plan should support or be consistent with the anticipated growth.

How much growth can be expected over the next 5 to 10 years? The Shoreline Community Plan Committee recommended that development should be consistent with the overall desires of their community and be in balance with existing resources. In order to develop a goal that best reflected the community interest the Planning Committee reviewed a wide variety of Growth Alternatives. The list of possible choices was then reduced to three, for more careful analysis. These are listed below:

### ALTERNATIVE DEVELOPMENT GOALS FOR SHORELINE

- A. Encourage zero or low population and employment growth, 63,000 to 65,000 people by 1990.
- B. Continue the present trend of moderate population and employment growth, from 63,000 persons in 1977 to 75,000 persons by 1990<sup>1</sup>.
- C. Continue moderate population growth, same as B., but encourage a higher growth of employment<sup>2</sup>.

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<sup>1</sup>75,000 persons are also forecasted for the Shoreline area by the Puget Sound Council of Governments Interim Regional Development Plan by 1990.

<sup>2</sup>Twice the I.R.D.P. estimates for new commercial development was used as a possible goal to encourage additional employment.

The following table shows what effect the alternative growth proposals would have on land use in shoreline.

<b>LAND USE ACREAGE REQUIREMENTS</b>					
<u>Land Use Categories</u>	<u>Existing Land Use Acreage</u>	<u>Existing Zoned Acreage</u>	<u>Acreage Requirements per Alternatives</u>		
			<u>"A"</u>	<u>"B"</u>	<u>"C"</u>
Single Family Residential	4,800 Ac.	6,093 Ac.	4,800 Ac.	5,090 Ac.	5,090 Ac.
Multi-Family Residential	139	291	139	224	224
Commercial/Office	304	375	304	395*	486*
Manufacturing	4	25	4	5	6

\*The amount of land zoned for commercial and office uses would have to be increased to meet the commercial demands of Goals "B" or "C".

After these possible goals were reviewed, the Shoreline Community Plan Committee chose alternative "C" to meet what is assumed to be the general consensus of the Shoreline Community.

## **SHORELINE DEVELOPMENT GOAL**

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The Shoreline community should grow at a moderate rate through 1990. Local employment opportunities, however, should be expanded at a somewhat higher rate. All new development should be required to preserve and enhance the environment in Shoreline. Existing tree cover and open space should be retained as much as possible. New development should provide well maintained landscape buffering adjacent to existing development.

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This development goal presumes that the Shoreline population will not exceed approximately 75,000 persons by 1990. But to improve local employment opportunities a greater amount of commercial and office development should be encouraged. The Puget Sound Council of Governments estimated that a population of 75,000 people would support 395 acres of commercial and office development in Shoreline. This is based on the assumption that most jobs for Shoreline residents will still be located outside the community. The development goal recommends that this condition change slightly by encouraging commercial/office development that provides a greater percentage of jobs for the local population than what now exists. It is anticipated that more commercial/office land would have to be provided for the additional business. This plan estimates that between 400 and 500 acres should be provided for commercial development in Shoreline.

Although the development Goal recognizes the need to provide new housing and jobs in Shoreline this development should not significantly alter the remaining tree cover and open space. New developments should also provide sufficient landscaping or other architectural barriers that both buffer and harmonize with existing adjacent developments, especially single family housing.

## **MAJOR IMPACTS OF THE PROPOSED DEVELOPMENT GOAL**

What effect will this Growth Goal have on the three elements that must be covered in the Shoreline Community Plan; Land Use, Transportation and Recreation?

### **LAND USE**

The development goal will not drastically change the existing pattern of land use in Shoreline. The community will remain a suburban neighborhood with single family housing as the predominant land use. Much of the vacant land for both single family and multi-family will be developed by 1990. Additional land for commercial/ office development will have to be provided to both meet expected demand and encourage additional growth.

### **TRANSPORTATION**

An increase in population will cause a further demand on the existing road system. However due to the amount of existing development, construction of major new roads are not anticipated. The existing road

system will continue to be upgraded with better signalization, other traffic control devices, and improved bicycle and pedestrian facilities. Public transit will have to be improved to meet the increasing demand for more bus service and to carry the additional traffic that the present road system will be unable to handle.

## **RECREATION**

In the analysis on recreation presented in the Shoreline Community Profile, Part 5, outside of a few small park sites that still must be acquired to meet the needs of those neighborhoods, the most significant demand will be for a major urban park. The need will continue to increase as the Shoreline population grows to 75,000 persons. Other existing park acreage for neighborhood parks/playgrounds and community parks/playfields will be sufficient to meet the proposed development goal. But facilities in most of the parks, such as soccer/ football fields, childrens play equipment, etc. must continue to be expanded to meet the needs of both the existing population and future growth.

## **POLICIES**

### **LU-1**

A COMMUNITY REVIEW PROCESS SHOULD BE ESTABLISHED FOR THE PURPOSE OF EXAMINING, CRITIQUING, AND PROVIDING RECOMMENDATIONS TO THE COUNTY COUNCIL AND EXECUTIVE WHETHER OR NOT PROPOSED REZONES, SUBDIVISIONS, SHORT PLATS, COMMERCIAL, APARTMENT, INDUSTRIAL AND PUBLIC CAPITAL IMPROVEMENT PROJECTS MEET THE GOALS, POLICIES, PRIORITIES AND NEW ZONING STANDARDS OF THE ADOPTED COMMUNITY PLAN.

### **LU-2**

MULTI-FAMILY HOUSING INTENDED SPECIFICALLY FOR THE ELDERLY SHOULD NOT BE CONSIDERED IN THE GENERAL REALM OF OTHER MULTI-FAMILY HOUSING. ELDERLY HOUSING SHOULD BE RECOGNIZED AS GENERATING LESS IMPACTS UPON SURROUNDING NEIGHBORHOODS THAN TRADITIONAL MULTI-FAMILY RESIDENTIAL DEVELOPMENT; AND SHOULD BE EVALUATED ON SITE-SPECIFIC MERITS.

### **LU-3**

AN ORDINANCE(S) ESTABLISHING LANDSCAPING, SCREENING, SIGN, NOISE;\* AND GLARE STANDARDS SHOULD BE ENACTED. SUFFICIENT SETBACKS SHOULD BE REQUIRED TO AID IN MAINTAINING A QUALITY ENVIRONMENT AND TO PROTECT RESIDENCES OR OTHER SENSITIVE AREAS ADJACENT TO ALL NEW AND EXPANDING INDUSTRIAL, COMMERCIAL/OFFICE, MULTI- AND SINGLE-FAMILY DEVELOPMENTS.

- \* Noise from heat pumps was mentioned as a serious problem that should be considered when reviewing development plans. Heat pumps should be kept as far away from adjacent residences as possible.

**LU-4**

THE SHORELINE COMMUNITY SHOULD REMAIN PREDOMINANTLY A RESIDENTIAL COMMUNITY. ALTHOUGH THE PLAN RECOGNIZES THE NEED FOR A WIDE MIXTURE OF OTHER LAND USES, INCLUDING MULTI-FAMILY, COMMERCIAL, MANUFACTURING AND COMMUNITY SERVICES, THE DEVELOPMENT OF THESE USES SHOULD BE CONTROLLED TO MINIMIZE THE IMPACT ON EXISTING RESIDENTIAL NEIGHBORHOODS AND SINGLE FAMILY HOMES.

**LU-5**

THE NEED FOR LOW INCOME FAMILY HOUSING EXISTS THROUGHOUT KING COUNTY AND THE LOCATIONS FOR THAT HOUSING SHOULD BE SHARED BY ALL COMMUNITIES. THE HOUSING SHOULD BE HOMOGENEOUS WITH OTHER HOUSING IN THE NEIGHBORHOOD AND DISPERSED SO AS NOT TO APPRECIABLY CHANGE THE EXISTING SOCIAL OR ECONOMIC MAKE-UP OF THE COMMUNITY.

**LU-6**

KING COUNTY SHOULD DEVELOP AN ORDINANCE THAT WOULD LIMIT AND/OR CONTROL THE STORING OF JUNKED VEHICLES ON PRIVATE PROPERTY AND ON PUBLIC STREETS IN SINGLE FAMILY AND MULTI-FAMILY RESIDENTIAL NEIGHBORHOODS.

**LU-6a**

KING COUNTY SHOULD DEVELOP AN ORDINANCE THAT WOULD CONTROL THE STORING OF RECREATIONAL VEHICLES AND WATERCRAFT ON PRIVATE PROPERTY AND PUBLIC STREETS IN SINGLE FAMILY AND MULTI-FAMILY RESIDENTIAL NEIGHBORHOODS.

**LU-7**

KING COUNTY SHOULD DEVELOP AND ENACT, AS SOON AS POSSIBLE, AN AMENDMENT TO THE KING COUNTY NOISE ORDINANCE THAT WOULD PROVIDE SPECIFIC REGULATIONS FOR NOISE CONTROL OF ALL WATERCRAFT.

**LU-8**

SINGLE FAMILY RESIDENTIAL STREETS SHOULD NOT BE UNDULY IMPACTED BY ADDITIONAL TRAFFIC GENERATED FROM USES OTHER THAN SINGLE FAMILY HOUSING.

**LU-9**

REDESIGNATION OF LAND TO MULTI-FAMILY ZONES SHOULD ONLY BE ALLOWED WHEN AN INADEQUATE SUPPLY OF VACANT MULTI-FAMILY ZONED LAND EXISTS EITHER IN THE SHORELINE COMMUNITY PLANNING AREA OR PORTIONS THEREOF. ANNUALLY THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT SHALL UPDATE THE DATA.

**LU-10**

IN ORDER TO MAXIMIZE AVAILABLE LAND FOR MULTI-FAMILY DEVELOPMENT AND PROVIDE ADDITIONAL INCENTIVES TO DEVELOP VACANT COMMERCIAL LAND THE MIXED USE ZONING CLASSIFICATION COULD BE APPROVED BY THE COUNTY COUNCIL TO PERMIT APARTMENT AND COMMERCIAL DEVELOPMENT ON THE SAME SITE OR IN THE SAME BUILDING.

**LU-11**

KING COUNTY SHOULD ENCOURAGE THE PRESERVATION AND/OR EMPHASIS OF PARTICULARLY ENJOYABLE NATURAL OR MAN-MADE FEATURES IN SHORELINE.

**LU-12**

NEW DEVELOPMENTS SHOULD BE REQUIRED TO PRESERVE AS MANY EXISTING TREES AS POSSIBLE SO AS TO MAINTAIN THE PRESENT SENSE OF OPEN SPACE IN SHORELINE.

**LU-13**

KING COUNTY SHOULD ENCOURAGE BEAUTIFICATION AND OTHER IMPROVEMENT PROJECTS IN BUSINESS AREAS WHICH WOULD IMPROVE THEIR ECONOMIC STABILITY AND THEIR INTERFACE WITH SURROUNDING RESIDENTIAL NEIGHBORHOODS.

**LU-14**

NON-POLLUTING, LOW TRAFFIC GENERATING LIGHT MANUFACTURING SHOULD BE ENCOURAGED ON THOSE AREAS IDENTIFIED IN THIS PLAN FOR MANUFACTURING USES.

**LU-15**

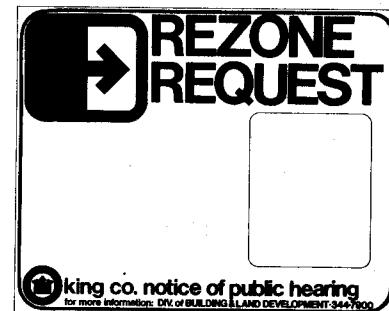
DEVELOPMENT OF GENERAL COMMERCIAL (CG) ZONES SHOULD BE ENCOURAGED IN ORDER TO CREATE EXPANDED EMPLOYMENT OPPORTUNITIES. KING COUNTY SHOULD CONSIDER EFFICIENT SITE PLANNING TECHNIQUES IN PROPOSALS FOR BUSINESS PARK DEVELOPMENT WITHIN CG ZONES.

**LU-16**

KING COUNTY SHOULD IMPROVE PUBLIC NOTIFICATION OF REZONE REQUESTS BY MORE VISUAL AND EXPANDED NOTIFICATION TO SURROUNDING PROPERTY OWNERS.

The Shoreline Community Plan Committee made the following additional recommendation to the King County Department of Planning and Community Development for the notification of proposed zoning changes:

- A. At least a minimum of 20 property owners in the immediate area should be notified of a proposed zone change. The same notice should also be sent to officially registered Community Councils and Clubs that are in the same planning area and to local newspapers serving the area.
- B. Require that a sign be posted on the property proposed for a rezone for 30 days preceding the first hearing. This sign shall be approximately 2' x 3' in size, similar to real estate "For Sale" signs and displayed so that it can be seen easily by the public.



Design of Rezone Request Sign

**LU-17**

THE BASIC EMPHASIS OF THE POLICIES, PROGRAMS AND DEVELOPMENT PROJECTS IDENTIFIED IN THE SHORELINE COMMUNITY PLAN ARE INTENDED TO UNDERSCORE THE DESIRE OF THE COMMUNITY TO PRESERVE AND ENHANCE THE SUBURBAN RESIDENTIAL QUALITY OF SHORELINE NEIGHBORHOODS.

**LU-18**

CLOSED SCHOOL SITES AND/OR VACANT CLASSROOMS SHOULD BE VIEWED AS UNUSED COMMUNITY ASSETS; AND ACTIVITIES WHICH WOULD BENEFIT FROM THE USE OF THESE SITES SHOULD BE ENCOURAGED. UPON THE SHORELINE SCHOOL DISTRICT'S INITIATION, KING COUNTY SHOULD ASSIST IN DEVELOPING SPECIFIC PROPOSALS FOR THE CONTINUED USE OF SCHOOL SITES.

**ADDITIONAL RECOMMENDED STUDY AND PLANS**

The development scheme and recommended projects identified are reflections and amplification of the policies recommended in this plan. Implementation of many of these policies can be accomplished through zoning changes and capital improvement projects. However, implementation of some of the policies will require additional study and development which is simply beyond the scope and time frame of this Community Plan. The following is a list of projects that would have to be completed after adoption of the plan. It is recommended that these studies be completed and submitted to the King County Council within the next 5 years. The Planning Division should take responsibility to see that these studies are completed within that time.

**A.**

An ordinance establishing specific landscaping and buffering standards for new or expanding development should be developed as soon as possible. The purpose of the landscape ordinance should be to provide an alternative for buffering residential areas from more intense or active developments, i.e., commercial, office, industrial, etc. In the past, King County has generally relied on "transitional zoning" to provide protection or buffering of incompatible land uses. Unfortunately, in developed areas such as Shoreline, this policy has led to the rezoning of existing single-family residences to provide for the transitional area. The ordinance should provide sufficient standards for landscaping or architectural barriers that will buffer existing housing from the more intense developments without the necessity for rezoning and encroaching into residential communities.

**B.**

Drainage plans, funding proposals, and specific recommendations for both immediate short-term improvements and longer term improvements should be developed by King County. Specific attention should be paid to Boeing Creek, especially in the Highlands Park area, Lyon Creek, and McAleer Creek, including the impact of the Mountlake Terrace Study of Lake Ballinger.

**C.**

A method should be investigated to establish a local community group (within the planning area) that would provide and encourage continued community involvement after the development and adoption of a community plan. (re; policy LU-1).

**D.**

Further study should be made for a proposal that would amend King County's zoning ordinance regarding the long term storage of motorized vehicles and boats in Residential neighborhoods. Guidelines should be developed that would outline where and for how long vehicles could be stored on private property and in public rights-of-way. (re; policy LU-6 and 6a).

**E.**

Additional Legislation should be developed to control the noise levels of power boats on Lake Washington. This Legislation would be submitted as an amendment to King County's Noise Ordinance. (re; policy LU-7).

**F.**

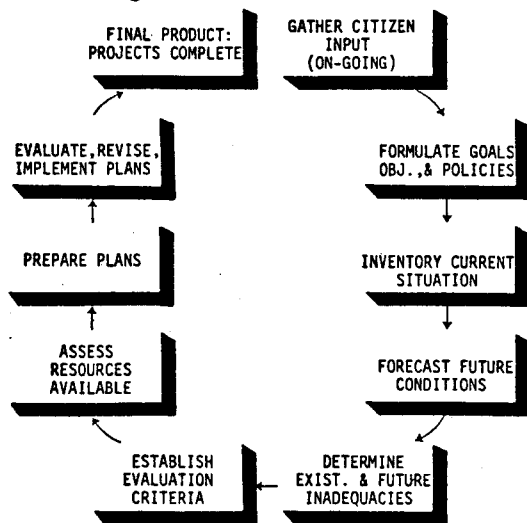
Legislation should be developed that would amend the zoning code to allow mixed-use development, residential development in conjunction with commercial development on the same site and/or within the same building. Recommended areas for this type of development have been identified in the Community Plan. (re; policy LU-10).

**G.**

An in-depth study of the North City area should be undertaken to supplement this community plan.

# TRANSPORTATION

## Planning Process



## TRANSPORTATION PLANNING PROCESS

The transportation planning process is built around several very fundamental activities.

Elements that are unique or significant to transportation are then defined and arrayed around the framework created by the above steps, thereby refining the process and producing a detailed planning tool. The detailed information developed through the various steps of the Transportation Planning Process are documented in the Shoreline Transportation Plan published in September, 1980.

Highlights of this process as they apply to the Shoreline area are outlined below:

### A. COMMUNITY INPUT

People living and working in the Shoreline area have provided important insight into understanding the way they travel and how their transportation systems are used. In addition, their input is essential to establishing policy, guiding development, and pinpointing problem areas. The mechanism established to gather this information consisted of an initial round of areawide meetings and thereafter a series of regularly scheduled community meetings focusing on goal identification, policy development, needs studies, project formulation, and programming.

### B. GOALS AND POLICIES

One of the most important elements in the community planning process is the determination of community goals and the formulation of policies to achieve them. This is critical to gauging community attitudes and identifying the desired course of development for an area. In the Shoreline area a series of meetings were conducted to generate input on community ideas, interest, concerns, needs, and desires. This input was used to identify important community issues and potential policy areas. These issues were then analyzed and prioritized with transportation precipitating as the most important area of concern.

## **C. EXAMINATION OF PAST STUDIES**

Research of past and ongoing studies was critical to establishing an area-wide perspective of projects which may have the potential to impact the Shoreline transportation element. Such studies include the SR-522 study, the SR-104 Corridor Study, SR-5 SC & DI Study, METRO Park and Ride Plan, METRO North Operating Base Study, the King County Interim Transportation Plan, and the King County General Bicycle Plan.

## **D. INVENTORY EXISTING SYSTEM**

One of the most important elements of transportation system analysis and development consists of a thorough and detailed compilation of data on the existing transportation system. This process helps in the identification of those existing facilities which need improvements and new facilities which need to be developed. Critical factors for analysis include:



**Bicycle and Pedestrian Facilities** - Collection and generation of information on bicycle and pedestrian attractors and generators such as schools, recreational areas, shopping areas, and elderly population concentrations; inventory of shoulder conditions, drainage, crosswalks, lighting, sidewalks, bike routes and paths, and accident rates were important for identifying improvements.



**Transit Service and Facilities** - inventory of transit routes, shelters, stops, and park and ride lots, detailed information on frequency of runs, travel times, levels of service, transfer requirements and times, and existing and potential attractions were analyzed.



**Streets and Highways** - inventory of residential locations, size of population, existing services, R/W widths, traffic volumes, signal locations, pavement condition, and highway and intersection capacity are all important.

## **E. PROJECTION OF FUTURE TRAVEL AND TRANSPORTATION NEEDS**

An important part of the forecasting step is the analysis of trends and factors which may facilitate or impact travel in the long run. Key elements in the forecasting scenario are population, employment, travel volumes on streets and highways, transit patronage, and land development. Trip forecasts in the Shoreline area were developed by dividing the study area into 122 zones, and applying existing and forecasted population and employment information to each. Potential person trip production and generation within each zone was then determined. Travel projections are then made for various future year alternatives.

## **F. PROJECT DEVELOPMENT AND ESTABLISHMENT OF PRIORITIES**

The development of projects consists of generating a list of potential improvements for all transportation facilities (bike and pedestrian, streets and highways, and transit) based on citizen input, agency analysis, inventory, and existing and future needs studies. Projects were reviewed by the Shoreline Community Planning Committee and the

agencies within the Technical Advisory Committee. A method of evaluation and prioritization was then utilized in order to "sift through" the projects, rank them, and determining their priorities for development. Further analysis and review of this refined project list produced cost estimates and the basis for the transportation improvement program thereby setting the stage for programming.

#### **G. DEVELOPMENT OF AN IMPLEMENTATION SCHEDULE**

Utilizing the priorities and cost generated in the above step, a preliminary capital improvement program was prepared. Funding availability was explored and finalized. The whole program is then submitted to the citizens and agencies for review and refinement into the final plan document and recommended project.

#### **H. PROJECT EVALUATION AND MONITORING**

In order to assure the validity of project proposals and to effectively phase their future development and implementation, it is necessary to monitor and evaluate not only specific projects but the whole improvement plan on a regular basis. What will be involved in the Shoreline area is a regular, yearly re-evaluation of the improvement program and a re-prioritization analysis of projects. The intent of such activities is to monitor changes in the area that might impact on the transportation system and to keep the improvement program abreast of this. For example, a major widening project may be phased for 1985, but unforeseen circumstances between now and 1985 may modify that project schedule. Periodic evaluation would be able to pinpoint this situation and aid in modifying the program to reflect current needs and desires.

### **POLICIES**

The Shoreline Community Plan Transportation Policies fall into three general categories - transit, bicycle and pedestrian, and auto. It must be stressed that these policies, although specifically developed for the Shoreline area, reflect and conform to the overall transportation goals and policies that were developed for the Comprehensive Plan and adopted for the County as a whole. This coordination assures consistency and uniformity in County as well as Shoreline area development. The policies developed for Shoreline are listed below..

#### **GENERAL POLICY**

##### **T-1**

EXISTING AND NEW TRANSPORTATION FACILITIES AND SERVICES SHOULD ADDRESS THE TRANSPORTATION MOBILITY NEEDS OF THE ELDERLY, DISABLED, AND LOW-INCOME SEGMENTS OF THE POPULATION, ENHANCING THEIR ACCESS TO SOCIAL, ECONOMIC, HEALTH, AND RECREATIONAL OPPORTUNITIES.

Transportation serves as the means for providing the opportunity to community life and for access to services that enable persons to remain healthy and independent. Age, disability, and cost are problems that

can impede the mobility of the population. Though this particular segment of the population does not specifically desire to be singled out, there is a need to provide services and facilities that can be utilized by the elderly, disabled, and low-income. As implied by this policy, existing and new transportation services/facilities should address the need for and provide transportation usable by the elderly, disabled, and low-income. Such a system should be multi-modal in scope and tied into the community and regional transportation network

## **TRANSIT POLICIES**

### **T-2**

**IMPROVE PUBLIC TRANSIT SERVICE AND AMENITIES BOTH WITHIN THE SHORELINE AREA AND TO MAJOR DESTINATIONS OUTSIDE OF THE SHORELINE AREA.**

The majority of transit concerns expressed in the public meetings were general comments relating to "improving transit service". The most specific concerns related to improving east-west service. Most of the east-west concerns were for local circulation to major activity centers within the Shoreline area including Shoreline Community College, Richmond Beach, Aurora Village, Lake Forest Park Shopping Center, Fircrest Complex, Hamlin Park, Kings Garden, and other activity areas. Other specific service improvements included recommendations for better service to major destinations outside of the Shoreline area including the University of Washington, Bothell, Lynnwood, Everett, and employment areas in King County. Requests were made for more transit shelter, bus stop signs, posted bus schedules, and other types of transit amenities.

### **T-3**

**IMPROVE LOCAL TRANSIT SERVICE OR PARATRANSIT SERVICE LINKING SHOPPING, BUSINESS, EDUCATIONAL, RECREATIONAL, AND RESIDENTIAL AREAS.**

METRO's current transit emphasis is to provide a competitive transportation mode as an alternative to the auto. Shifting commuters from the auto to transit during the peak hour reduces congestion and decreases the need for new highway facilities and major highway improvements. However, another major area of concern with the Shoreline citizens was for better service for non-work trips including shopping, recreation, school, etc. Many of the citizens felt that smaller buses or alternate forms of bus service should be provided. This service could involve paratransit-type service which could include carpools, taxipools, vanpools, mini-bus, dial-a-ride, or subscription bus service. These improvements would provide better service to those segments of the population which are dependent on non-auto travel, namely the elderly, young, poor and handicapped.

#### **T-4**

**COORDINATE BICYCLE, PEDESTRIAN, BUS, AND AUTO SYSTEMS TO ESTABLISH EASY TRANSFER BETWEEN DIFFERENT MODES OF TRANSPORTATION.**

Integrating the different modes of transportation to increase the transfer capabilities can improve travel times and reduce the dependence on the automobile. Many comments were received favoring the construction of park and ride lots in the Shoreline area. Examples of mode coordination could involve the provision of bicycle storage facilities at major transit transfer points, construction of park and ride lots, transit flyer stops, transit shelters, and adjustment of bus schedules. Smaller park and ride or park and pool lots developed through leasing such properties as closed gas stations, church parking lots, shopping center parking or utilizing vacant governmental owned properties would also enhance better transit ridership and the formation of more carpools.

### **PEDESTRIAN AND BICYCLE POLICIES**

#### **T-5**

**DEVELOP A SAFE SYSTEM OF BICYCLE AND PEDESTRIAN FACILITIES TYING TOGETHER SCHOOLS, RECREATIONAL AREAS, BUSINESS AREAS AND OTHER ACTIVITY CENTERS.**

Nonmotorized modes of transportation such as bicycle and walking have come into sharp focus with increasing citizen awareness of and concern for energy conservation, personal fitness and recreational opportunity. Add this to the everpresent youth bicycle use and you are faced with a broader scope and scale of nonmotorized travel. Addressing this image of bicycle/pedestrian activity, the community has expressed concern over dealing with both the opportunities that can be enhanced through transportation actions in this area and the problems that may be generated. Central to this concern are the factors of safety and routing. Uncoordinated facilities and/or routes are seen as less desirable than a comprehensive system and linkages to major educational, commercial, business, and residential areas are desirable in addressing the broad scope of user needs.

#### **T-6**

**BIKEWAY DEVELOPMENT SHOULD EMPHASIZE THE USE OF SECONDARY OR COLLECTOR ARTERIAL RIGHTS-OF-WAY OR UTILITY RIGHTS-OF-WAY.**

Equal to the desire to see new and/or improved facilities provided for the community is the desire to do the job in the most cost-efficient manner. Emphasizing use of publicly owned right-of-way rather than buying new right-of-way will reduce costs and result in the development of more facilities. Retention of the interurban right-of-way under one governmental ownership would facilitate possible future developments. Secondary and arterial rights-of-way should be emphasized for

bikeway construction for safety reasons, speed limits, and the number of conflicts with auto traffic which is generally less than on major arterials.

#### **T-7**

**NEW CONSTRUCTION OF PEDESTRIAN FACILITIES SHOULD PROVIDE SAFE TRAVEL FOR ALL SEGMENTS OF THE POPULATION INCLUDING THE ELDERLY AND HANDICAPPED WHERE APPROPRIATE.**

Comfort, convenience, and especially safety are probably the foremost elements that are taken into consideration in designing pedestrian facilities. Amenities such as sidewalks; paved, graveled or reinforced shoulders; street lighting; and pedestrian overpasses can do much to enhance the environment and promote nonmotorized means of travel, especially around areas of schools and recreation. However, with the growing awareness of the needs and desires of our elderly and handicapped citizens, conventional design and routing schemes are inadequate. Simple elements of the street environment such as curbs, steps, and sidewalks (or lack thereof) can impose insurmountable obstacles to free and easy movement by those with abulatory handicaps. Adding this dimension to design criteria is therefore necessary and important in providing adequate and safe facilities to all segments of the community.

#### **T-8**

**NEW COMMERCIAL, RECREATIONAL, AND RESIDENTIAL DEVELOPMENT SHOULD PROVIDE FOR SAFE PEDESTRIAN AND BICYCLE CIRCULATION WITH CONNECTIONS TO CONTIGUOUS PUBLIC FACILITIES.**

Provision of bicycle/pedestrian facilities should not be a random or after-the-fact activity. The degree of comprehensiveness and adequacy of such a system is dependent upon the examination of the feasibility of bicycle/pedestrian facilities at many levels of development throughout the community. This would include bicycle/pedestrian facilities as a part of new roadway construction, plat development, park development, and business and commercial development.

### **STREET AND HIGHWAY POLICIES**

#### **T-9**

**IMPROVE EAST-WEST CIRCULATION THROUGH THE IMPROVEMENT OF EXISTING ARTERIALS AND ONLY WHERE ENVIRONMENTALLY COMPATIBLE WITH SURROUNDING AREAS AND RESIDENTS.**

The greater Seattle vicinity is the dominant attractor for many trips from outlying areas, the Shoreline community included. As a result of that, north/south corridors of travel have been addressed and well served in many cases. However, as these outlying areas develop, new attractors are formed and different travel patterns appear within and between them. Such is the case with the Shoreline community. Concern has been voiced over increasing need for better east/west circulation both within the community and connecting it with other centers to the east. This can be accomplished through improvement of existing

arterials by such actions as signal improvements, widening for turn lanes at intersections, construction of two-way left turn lanes, and major widening projects.

#### **T-10**

NEW EAST/WEST ARTERIAL CONSTRUCTION TO SERVE REGIONAL NEEDS SHOULD AVOID CUTTING THROUGH THE EXISTING SHORELINE COMMUNITY.

Many arterials in the Shoreline area serve a regional need in facilitating transportation between outlying areas and the City of Seattle. There is a growing concern that the existing arterials will be unable to efficiently serve both Shoreline and the rapidly developing areas to the north and east. Development of any new arterials to serve this need should be done in cooperation with bordering jurisdictions, i.e. Snohomish County. Discussions with Snohomish County regarding development of facilities to serve as an east/west connector are encouraged.

#### **T-11**

EMPHASIZE OPERATIONAL METHODS AND TECHNIQUES TO IMPROVE CIRCULATION AND MAXIMIZE THE EFFICIENCY OF EXISTING TRANSPORTATION SYSTEM.

The operation of a transportation facility is critical to its efficient use and the security of its users. Elements such as street signals, stop signs, on/off-ramps, and turning lanes can do much to facilitate or hinder the smooth flow of traffic. The citizens of the Shoreline area have expressed the need for better intersection control, changes in speed limits, where warranted, and signal synchronization to minimize the occurrence of "stop/go" driving through major corridors. Actions such as these can do much to create a safer more energy-efficient, and better functioning transportation system.

#### **T-12**

IMPROVE ACCESS TO MAJOR SHOPPING AND ACTIVITY AREAS AND ENCOURAGE JOINT UTILIZATION OF PARKING WITHIN BUSINESS AREAS.

Problems commonly faced by developing commercial and business areas are those of adequate access and parking for all citizens including the elderly and handicapped. Both of these factors contribute to the quality of traffic movement and the amount of congestion generated. From an environmental aspect, the amount of paved, impermeable surface can have serious impact on the amount of run-off for a particular area and on the systems used to collect it. One way to reduce this impact is to minimize the overall necessity for parking. This can be accomplished through a coordinated, cooperative effort between area businesses and other attractors, to pool parking sources and encourage flexibility in parking use. For example, a business and a recreational attractor may be located close to one another but would attract people at different times of the day and different days of the week. Allowing off-hour and/or weekend use of joint parking facilities could do much to

eliminate proliferation of paved surfaces and elicit more efficient use of facilities.

#### **T-13**

**ALONG MAJOR ARTERIALS, CONSOLIDATE ACCESS POINTS TO FRONTAGE PROPERTIES WHERE POSSIBLE.**

The proliferation of uncoordinated access to property fronting major arterials has compounded circulation problems in many areas by increasing turning movements. This poses problems to bicyclists, pedestrians, and motorists who must reduce speeds or stop for those turning off of or on to the arterial. Consolidating access points and providing better internal circulation networks is seen as a viable solution to this problem.

#### **T-14**

**IMPROVE CONDITIONS OF EXISTING STREETS THROUGH TIMELY MAINTENANCE IMPROVEMENTS.**

Proper maintenance can do much to prolong the life of transportation facilities as well as ensure user safety. Activities such as sweeping, tree-trimming, and surface and shoulder repairs done in a timely manner can contribute to a safer and more attractive corridor of travel as well as enhance the efficiency and utility of the facility.

## **TRANSPORTATION PROJECTS**

### **STREET, HIGHWAY, BICYCLE, AND PEDESTRIAN IMPROVEMENTS**

Street improvements, as identified in the following implementation plans, were separated into several categories which grouped similar improvement types together. These categories are described as follows:

#### **NEW CONSTRUCTION**

New construction of a roadway on a new alignment.

#### **MAJOR WIDENING AND RECONSTRUCTION**

The addition of travel or turn lanes to an existing facility thus resulting in an increase in vehicle capacity. While the existing pavement will at least to some degree be salvaged, costs usually include reconstruction or resurfacing the existing pavement and other improvements such as shoulder and drainage improvements.

#### **MINOR WIDENING AND RECONSTRUCTION**

Widening of existing travel lanes, but not increasing the number of travel lanes. These improvements usually involve construction of sidewalks or paving of shoulder areas and drainage improvements for bicycle and pedestrian travel.

## **INTERSECTION IMPROVEMENTS**

Widening at intersections, installation of stop signs, traffic signals and improving sight distance.

## **OPERATION IMPROVEMENTS**

Addition of turn lanes, signal interconnection, improvements at approaches to intersections and other improvements which enhance traffic flow.

## **MISCELLANEOUS IMPROVEMENTS**

Those projects which are not easily classified under one of the previously described categories. Generally these projects are not a street or highway.

The majority of concerns expressed at public meetings and consequently the majority of capital improvements proposed involve minor improvements to improve traffic flow and sidewalk and shoulder improvements to enhance bicycle and pedestrian travel in Shoreline. One major issue surfaced during the public meetings and during plan committee meetings. The extension of NE 205th Street, while in years past had been studied as a possible solution to east-west access, was strongly opposed by a large number of residents in Shoreline. The recommended solution to east-west travel was to look at operational improvements on key east-west arterials in Shoreline and to work with the Department of Transportation, Snohomish County, and local jurisdictions in the development of an east-west travel corridor in South Snohomish County.

## **TRANSIT IMPROVEMENTS**

East-west transit service and general improvements to transit service were the primary concern of Shoreline residents. Recommendations involve increasing the frequency of service on existing routes, proposing new routes and paratransit routes, and proposals for minor route changes. Detailed transit improvements will be documented in the Shoreline Transportation Plan to be published in August 1978. Two major transit issues surfaced during the plan development which are identified below.

## **PARK AND RIDE LOT**

Location studies were being developed by the Washington State Department of Transportation during the development of the plan. Various sites were reviewed and a recommendation on a site at Aurora Ave N and N 192nd St. was included in the Plan.

## **METRO NORTH OPERATING BASE**

Location studies were also being conducted by METRO during the Plan process. Considerable time was spent on the review of various systems and site alternatives.

The Shoreline Community Plan Committee fully endorses the location of a bus base in the North Seattle or King County area consistent with the need for better public transportation. A number of sites were reviewed by the Committee and although a site adjacent to the North King County Solid Waste Transfer Station was given much consideration, NO SPECIFIC SITE IS RECOMMENDED. However, the Committee did choose four possible sites that are preferred. These include the Lincoln Auto Wrecking/ Puetz Driving Range, Aurora Drive-In, Holyrood Cemetery addition and the Sand Point True Value Hardware and Lumber Company properties. The site adjacent to the transfer station was determined to be incompatible with a number of other policies recommended in this plan. While the transfer station site is not an unacceptable location for the bus base, the Plan Committee believes that the alternative sites, listed above, are preferable.

### **EAST-WEST TRANSIT SERVICE**

The need for the development of east west transit service was continually expressed at public meetings and at the Shoreline Community Plan Committee Meeting. The expressed desire was to have a local paratransit service which would provide links between shopping, business, major schools, recreation and residential areas within Shoreline.



## PROJECT DESCRIPTION AND IMPLEMENTATION SCHEDULE

This section contains the description of all transportation proposals, by functional category, including appropriate maps and implementation program tables.

The implementation program includes the estimated cost of all proposals, their relative priority and an indication of primary implementation responsibility.

The tables indicate both a priority and a time frame. While the time frame is necessary and useful, the priority is the key element; the availability of more or less funds may affect actual starting and completion dates. Another important factor is that extraordinary opportunities or constraints, unknown at this time, could bear on the sequence of achieving the proposals.

Estimated costs, in 1978 dollars, are very preliminary in nature. As projects rise on the priority list, more detailed analysis of soils, drainage, specific design, etc. would be done by the responsible jurisdiction. For some projects, this additional information could change the scope of work required and the estimated project cost.

A VARIETY OF TRANSPORTATION FUNDING SOURCES ARE AVAILABLE AND MANY OF THESE ARE RESTRICTIVE IN NATURE THUS COMPLICATING A TOTALLY ORDERLY IMPLEMENTATION OF PROJECTS. Jurisdictional responsibilities are identified and for those other than departments within King County the adoption of the community plan will involve only strong recommendation. This plan does not supplant each individual jurisdictions responsibilities for capital improvement programming and program budgeting.

Recommended Projects								New Construction	
title and location		cost and timing					resp.	notes	
		1978-1984		1985 +					
		1priority	2priority	3priority	4priority	5priority			
St-1	220th/228th/236th St. SW Corridor (Sno. County)	\$581,000					SNOH/ DOT	New east-west arterial.	
St-2	N. 192nd - from Aurora Ave. N. to Firlands Way		\$153,000				DOT	New construction for Park-and-Ride lot.	

### Project Descriptions

St-1    220/228/236th    From    1-5  
          St. SW Corridor    To        SR-527  
          (Snohomish Co.)    Distance

- Construct continuous east-west arterial in Snohomish County to help relieve east-west travel problems in North King County and Southwest Snohomish County.
- Coordinate planning efforts with Brier, Mountlake Terrace, Snohomish County, Bothell, and interested citizen groups.

## Recommended Projects

## Major Widening & Reconstruction

title and location	cost and timing					resp.	notes
	1978-1984		1985+				
	1priority	2priority	3priority	4priority	5priority		
St-10 SR-99 - from N. 185th St. to N. 205th St.	\$256,000					DOT	Add 2-way turn lane.
St-11 N. 175th - from Aurora Ave. to Ashworth Ave.	\$332,000					DPW	Add 2-way turn lane and channelization.
St-12 N. 160th St. (Shoreline College Access) - from Dayton Ave. N. to N.W. Innis Arden Way		\$242,000				DPW	Realignment and channelization (CIP).
St-13 19th Ave. N.E. - from SR-104 to N.E. 205th			\$111,000			DPW	Left turn channelization.

## Project Descriptions

St-2	<u>N 192nd St.</u>	<u>From</u>	Aurora Ave N
		<u>To</u>	Firlands Way
		<u>Distance</u>	0.12 mi.

- Construct new roadway to provide access for Park-and-Ride lot.
- Install traffic signal at 192nd and Aurora and provide left-turn channelization along Aurora.

St-10 SR-99 . From N 185th St.  
To N 205th St.  
Distance 1.0 mi.

- Add two-way left-turn lane along highway section to improve access to commercial development along the corridor and improve traffic flow on SR-99.
- Widen pavement to provide a free right turn northbound from SR-99 to N 200th St.

St-11	<u>N 175th St.</u>	<u>From</u>	Aurora Ave
		<u>To</u>	Ashworth Ave
		Distance	0.30 mi.

- Provide major channelization to improve traffic flow and reduce accident potential.
- Channelize for two left-turn lanes from N 175th to Aurora and provide two-way turn lane east of Midvale.
- Channelize to allow right turn in and right turn out from Ronald Pl. N.
- R/W acquisition would be required and six utility poles on the north side would require relocation.
- Construct pedestrian/bicycle improvement along the route and separate by curb or buttons.

St-12	<u>N 160th St.</u>	<u>From</u>	Dayton Ave N
		<u>To</u>	NW Innis Arden Way
		Distance	0.22 mi.

- Improve and control access to Shoreline Community College.**



## Project Descriptions

-Replace fixed time signal with actuated signal at Dayton and N 160th.

-Right-of-way acquisition and some realignment of roadway (presently in the CIP).

St-13 19th Ave NE      From      SR-104  
    To      NE. 205th St.  
    Distance      0.20 mi.

-Widen roadway and improve shoulders/sidewalks to provide walkway/bikeway.

-Channelize at intersection to provide left turns.

Recommended Projects								Minor Widening & Reconstruction	
title and location		cost and timing					resp.	notes	
		1978-1984			1985 +				
		1priority	2priority	3priority	4priority	5priority			
St-20	N. 175th - I-5 to Ashworth	\$18,228						DPW	Walkway.
St-21	N. 200th - from Aurora Ave. N. to Meridian Ave. N.	\$648,000						DPW	Curb, gutter, sidewalk. CIP
St-22	40th & 35th Pl. NE 195th St. from Lake Forest Park City Limits to Snohomish County	\$352,000						DPW	Shoulder and drainage improvements. CIP
St-23	Dayton Ave. N. - from N. 160th St. to Richmond Beach Road	\$801,000						DPW	Shoulder and drainage improvements. CIP
St-24	Ballinger - from 25th Ave. N.E. to SR-522	\$696,000						DOT	Walkway, landscaping, bus turn-outs & channelization.
St-25	12th Ave. N.E. - from N.E. 175th to N.E. 180th	\$26,000						DPW	Drainage. CIP
St-26	N.E. 165th St. - from 8th Ave. N.E. to 15th Ave. N.E.	\$28,600						DPW	Walkway and drainage.
St-27	N.E. 145th - from SR-522 to Greenwood		\$41,500					DPW	Pave walkway.
St-28	N.E. Perkins Way - from 10th Ave. N.E. to 15th Ave. N.E.		\$9,800					DPW	Pave shoulder.
St-29	N.E. 175th St. - from I-5 to 15th Ave. N.E.		\$10,000					DPW	Spot improvements for walkway.
St-30	15th Ave. N.E. - from N.E. 195th to SR-104		\$420,000					DPW	Curb, gutter, sidewalk, and parking. CIP

St-20 N 175th St.      From      I-5  
    To      Ashworth Ave. N  
    Distance      0.21 mi.

-Construct walkway/bikeway on the north side of the roadway between Meridian Ave. N and I-5.

-Investigate the possibility of constructing a walkway through Ronald Bog.

-Spot walkway improvements between Meridian and Ashworth on N 175th.

## Project Descriptions

- Possible relocation of 3 utility poles may be required.

- Provides continuous pedestrian walkway along this major arterial providing access to Cordell Hull Jr. High School, Meridian Elementary School, Ronald Bog Park and provides a link to the east side of I-5 to the Shoreline Library and proposed connecting pedestrian improvements along NE 175th.

St-21    N 200th St.            From            Aurora Ave N  
   To                Meridian Ave N  
   Distance       0.5 mi.

- Reconstruct roadway to improve traffic circulation and access to regional shopping center. Investigate transit turn-out.

- Construct curb, gutters and sidewalks.

- Retain four-way stop at N 200th and Wallingford to enhance school crossing opportunities because of sight distance problem.

- Provide moderate landscaping.

- Investigate the installation of a pedestrian signal near the retirement complex.

St-22    40th Pl. NE/            From            Lk. Forest Pk.  
                 35th Pl. NE/                                    City Limits  
                 NE 195th St.            To                Snohomish County  
   Distance

- Add drainage and pedestrian improvements along 40th Pl. NE, 35th Ave. NE, and NE 195th St. Provide edge striping, buttons, or curb to define walkway. Minor construction of 37th Pl. NE to provide continuity with Cedar Way South in Snohomish County.

- Provides pedestrian improvement on narrow collector arterials serving Lake Forest Park and Aldercrest Elementary Schools and Kellogg Jr. High School; improves access to transit. (Note: Presently on CIP.)

St-23    Dayton Ave N            From            N 160th St.  
   To                Richmond Beach Rd.  
   Distance       0.87 mi.

- Minor widening, drainage and shoulder improvements.

- Pave shoulder/shoulders and delineate with paint-striping or buttons.

- Traffic control improvements and moderate landscaping.

- Presently on the CIP.

## Project Descriptions

- St-24 Ballinger Rd. NE      From      25th Ave NE  
   To      SR-522  
   Distance      1.71 mi.
- Improve roadway to provide turn channelization, bus turnouts, crosswalks, walkways and landscaping along route.
  - Improve intersection of 25th Ave NE/NE 195th/SR-104 to simplify traffic flow.
  - Coordinate with Lake Forest Park on design recommendations.
- St-25 12th Ave NE      From      NE 175th St.  
   To      NE 180th St.  
   Distance      0.25 mi.
- Provide paved pedestrian walkway and drainage improvements.
  - Serves YMCA and provides access to connection with North City commercial area.
- St-26 NE 165th St.      From      8th Ave NE  
   To      15th Ave NE  
   Distance      0.33 mi.
- Drainage improvements and paved, shoulder/ sidewalk or walkway on north side of street; regrading may be necessary in places.
  - Provides access to Ridgecrest Elementary School and Shoreline Neighborhood Park #12 and neighborhood commercial area at 5th Ave NE and NE 165th St.
- St-27 NE 145th St.      From      SR-522  
   To      Greenwood Ave N  
   Distance
- Pave existing gravel walkway on north side; coordinate a long-range solution incorporating HOV lanes in this corridor with City of Seattle.
  - Provides pedestrian access on major arterial serving proposed transit extensions.
  - 90% of distance between I-5 and Greenwood needs paved shoulder - 4'.
  - Spot improvements between I-5 and SR-522.
- St-28 NE Perkins Way      From      10th Ave NE  
   To      15th Ave NE  
   Distance      0.33 mi.
- Replace concrete posts with guardrail providing for widened shoulder to serve as paved pedestrian walkway on north and east side of street, edge-striping or reflectorized buttons defining walkway.

## Project Descriptions

- Provides access to North City Elementary School along secondary arterial.

St-29 NE 175th St.      From      I-5  
                                 To        15th Ave NE  
                                 Distance   0.7 mi.

- Spot improvements along section to provide continuous walkway route.
- Provides access to YMCA, North City commercial area, Shoreline Library; serves Ronald Bog and Cordell Hull Junior High on the west side of I-5.

St-30 15th Ave NE      From      NE 195th St.  
                                 To        SR-104  
                                 Distance   0.5 mi.

- Minor widening and reconstruction to upgrade roadway.
- Provide curb, gutter, and sidewalk improvements along the entire route with a 40-44 foot section.
- Design channelization to provide easy access to 19th Ave NE.
- Provides continuous pedestrian walkway on 15th NE; serves Ballinger Shopping Center and multi-family housing planned on the west side of 15th Ave NE.

St-31 N 175th St.      From      Linden Ave N  
      Route                To        Dayton Ave N  
                                 (N 175th, Fremont, N 172nd).  
                                 Distance

- Replace fixed time signal at N 175th and Fremont.
- Minor widening and improvements near intersection of Fremont and N 172nd to improve traffic flow.

St-31a Fremont Ave N      From      N 170th St.  
                                 To        N 175th St.  
                                 Distance

- Construct pedestrian type improvements along route.

St-32 NE 205th St.      From      19th Ave NE  
                                 To        30th Ave NE  
                                 Distance   0.5 mi.

- Minor road improvement with extruded curb and paved shoulder on both sides of the street; may require "no parking on walkway" signs unless parking in street right-of-way allows adequate traffic flow.
- Provides pedestrian access to transit and will eliminate parked cars from pedestrian walkway.

## Recommended Projects Minor Widening & Reconstruction

title and location	cost and timing					resp.	notes
	1978-1984		1985+				
	1priority	2priority	3priority	4priority	5priority		
St-31 N. 175th-Route - Linden Ave. N. to Dayton Ave. N.		\$115,000				DPW	Signalization.
St-31a Fremont Ave. N. - N. 170th St. to N. 175th St.		\$88,000				DPW	Pedestrian improvements. CIP
St-32 N.E. 205th St. - from 19th Ave. N.E. to 30th Ave. N.E.		\$177,000				DPW	Roadway and shoulder improvement.
St-33 25th Ave. N.E. - from N.E. 145th to N.E. 175th		\$160,000				DPW	Roadway and shoulder improvement.
St-34 6th Ave. N.W. - from N.W. 180th to N.W. 175th		\$22,000				DPW	Shoulder improvement.
St-35 10th Ave. N.E. - from N.E. 155th to N.E. 185th		\$123,000				DPW	Shoulder improvement.
St-36 Ashworth Ave. - from N. 185th to N. 200th		\$66,000				DPW	Road & shoulder improvement
St-37 N.W. Carlyle Hall Road - from Greenwood to N.W. 175th	* <sup>1</sup>		\$62,000			DPW	Shoulder improvement, signing and lighting.
St-38 20th Ave. N.W. - from Richmond Beach Rd. to N.W. 190th			\$73,000			DPW	Walkway/bikeway and roadway paving.
St-39 N.W. 175th - from 6th N.W. to Greenwood Pl. N.			\$90,000			DPW	Shoulder and drainage improvement.
St-40 1st Ave. N.E. - from N.E. 145th to N.E. 155th			\$30,000			DPW	Walkway.
1 Provide street lighting edge-stripping or other shoulder definition as a first phase.							

### Project Descriptions

St-33 25th Ave NE      From      NE 145th St.  
    To              NE 175th St.  
    Distance   1.37 mi.

-Minor widening of existing roadway.

-Pave walkway on both sides or at least on the west shoulder. Delineate with buttons or curb.

-Provides access to Briarcrest Elementary School, Shorecrest Sr. High and Hamlin Park and provides dry walking surface along collector arterial street.

St-34 6th Ave NW      From      NW 180th St.  
    To              NW 175th St.  
    Distance   0.25

-Paved walkway on shoulder or separate sidewalk on west side of street.

-Serves signed bike route and children at Sunset Elementary School; separates pedestrians from autos on this hazardous and dark street; provides access to Highlands Community Park.

## Project Descriptions

- St-35 10th Ave NE      From      NE 155th St.  
                                 To      NE 185th St.  
                                 Distance      1.5 mi.
- Paved shoulders or minimal improvements including resurfacing or maintenance and drainage improvements.
  - Provides access to Shoreline Neighborhood Park #12, North City and Ridgecrest Elementary Schools, and serves Senior Center at Paramount Park Elementary School.
- St-36 Ashworth Ave N      From      N 185th St.  
                                 To      N 200th St.  
                                 Distance      0.76 mi.
- Minor widening of roadway, drainage improvements, and shoulders paved at least one side for bicycle/pedestrian travel.
  - Provides access to elementary school, park, and major shopping area.
- St-37 NW Carlyle Hall Road      From      Greenwood Ave N  
                                 To      NW 175th St.  
                                 Distance      0.47
- Pave shoulder (over long term) and provide streetlighting; edge-striping, lighting, or other definition of shoulder as needed on short term. Install curve sign.
  - Provides better definition of proposed signed bike route; serves Shoreline Community College and Highlands Community Park.
- St-38 20th Ave NW      From      Richmond Beach Rd.  
                                 To      NW 190th St.  
                                 Distance      0.25 mi.
- Repave roadway to provide for two travel lanes and paved bideway/walkway on shoulder/ shoulders.
  - Serves as access to Richmond Beach Park, Richmond Beach neighborhood commercial area and provides access to transit route.
- St-39 NW 175th St.      From      6th NW  
                                 To      Greenwood Pl. N  
                                 Distance      0.5 mi.
- Remove concrete posts and install grates on culverts as an immediate measure.
  - Install culverts and cover ditch area on the north side of the roadway to provide a bicycle and pedestrian facility. Delineate from the roadway with a rolled curb, buttons, or paint striping.
  - Provides access to Highlands Community Park and to a signed bike route; serves St. Luke's Church, school and convent at NW 175th St. and Greenwood Pl. N along a collector arterial.

## Project Descriptions

St-40 1st Ave NE      From      NE 145th St.  
    To            NE 155th St.  
    Distance   0.5 mi.

-Separated walkway or sidewalk in conjunction with drainage improvements on east side of street with necessary curb cuts for wheel chairs. Relocate 6-7 utility poles.

-Serves United Cerebral Palsy Center and provides general access to South Central Shoreline Park.

St-41 8th Ave NE      From      NE 145th St.  
    To            NE 155th St.  
    Distance   0.5 mi.

-Curb, gutter and sidewalk matching portion between NE 155th St. and NE 165th St.

-Provides continuous walkway between NE 145th St. and NE 165th St.; serves the senior center at Paramount Park Elementary School.

Recommended Projects Minor Widening & Reconstruction							
title and location	cost and timing					resp.	notes
	1978-1984			1985+			
	1priority	2priority	3priority	4priority	5priority		
St-41 8th Ave. N.E. - from N.E. 145th to N.E. 155th			\$62,000			DPW	Sidewalk/walkway.
St-42 20th Ave. N.W. - from Richmond Beach Rd. to N.W. 205th St.			\$62,000			DPW	Shoulder and drainage improvement.
St-43 N.W. Richmond Beach Rd. - 8th N.W. to approx. 6th N.W.	* <sup>1</sup>		\$14,000			KC	Walkway.
St-44 N.W. Innis Arden Way - from Shoreline Com. College to 10th Ave. N.W.			\$73,000			KC	Walkway/bikeway.
St-45 37th Ave. N.E. - from N.E. 165th to N.E. 178th			\$39,000			DPW	Shoulder improvement.
St-46 30th Ave. N.E. - from N.E. 195th to N.E. 205th				\$31,000		DPW	Drainage and shoulder improvement.
St-47 N.W. 180th St. - from 6th N.W. to 8th N.W.				\$3,300		DPW	Shoulder improvement.
St-48 10th Ave. N.E. - from N.E. 185th St. to Perkins Way	* <sup>2</sup>			\$7,500		DPW	No Parking signs and paving.
St-49 1st Ave. N.E. - from N.E. 185th to N.E. 195th				\$31,000		DPW	Walkway.
St-50 15th Ave. N.W. - from Richmond Beach Rd. to N.W. 205th				\$31,000		DPW	Shoulder improvement.
St-51 15th Ave. N.E. - from N.E. 150th to N.E. 165th		\$8,700 <sup>3</sup>		\$34,000		DPW	Shoulder improvement.

1. Extruded curbing.   2. Provide "no parking" signs.   3. 150th to 155th

## Project Descriptions

- St-42 20th Ave NW      From      Richmond Beach Rd.  
                                 To      NW 205th St.  
                                 Distance      0.5 mi.
- Drainage and shoulder improvements on the east side with rolled curb or reflectorized buttons to define walkway.
  - Serve as access to Richmond Beach Park and provide continuous link along collector arterial serving Richmond Beach neighborhood commercial area and provide access to transit route and connection to existing walkway in Snohomish County.
- St-43 NW Richmond Beach Road      From      8th Ave N  
                                 To      Approx. 6th Ave NW  
                                 Distance      0.15 mi.
- Installation of extruded curb in existing parking area to separate pedestrians from conflicts with parked vehicles on the south side of NW Richmond Beach Road; reduce and define vehicle ingress and egress points to shopping area on north side of street.
  - Coordinate with the business community.
  - Provides continuous pedestrian link along NW Richmond Beach Road through shopping center.
- St-44 NW Innis Arden Way      From      Shoreline Community College  
                                 To      10th Ave NW  
                                 Distance      0.84 mi.
- Curb and paved shoulder in conjunction with development of proposed Shoreview Park; independent alignment of pathway/bikeway through the park.
  - Serves as a signed bicycle route and would provide both pedestrian and bicycle access to Shoreline Community College and proposed Shoreview Community Park along a collector arterial.
- St-45 37th Ave NE      From      NE 165th St.  
                                 To      NE 178th St.  
                                 Distance      0.45 mi.
- Pave shoulder one side for bicycle and pedestrian travel.
- St-46 30th Ave NE      From      NE 195th St.  
                                 To      NE 205th St.  
                                 Distance      0.5 mi.
- Paved pedestrian walkway on west side; eliminate drainage ditch with storm drainage facilities or closed culvert.
  - Serves Aldercrest Elementary School and Kellogg Jr. High School and is heavily used by students; separates pedestrians on route of school buses.

## Project Descriptions

St-47 NW 180th St.      From      6th Ave NW  
                                 To          8th Ave NW  
                                 Distance   0.11 mi.

-Paved shoulder on north side of street for both pedestrians and bicycles. Relocate 2 utility poles.

-Improves a signed bicycle route heavily used by children at Sunset Elementary School.

St-48 10th Ave NE      From      NE 185th St.  
                                 To          NE Perkins Way  
                                 Distance   0.25 mi.

-Provide paved pedestrian walkway on east side of street on existing parking strip; eliminate parking on walkway through "No Parking on Walkway" signs if necessary.

-Provides direct access on secondary arterial to North City Elementary School.

St-49 1st Ave NE      From      NE 185th St.  
                                 To          NE 195th St.  
                                 Distance   0.5 mi.

-Drainage improvements and paving on the east side of the roadway with edge-striping or buttons to delineate it from roadway.

-Serves Shoreline High School, Swimming Pool, and neighborhood park site.

St-50 15th Ave NW      From      NW Richmond Bch. Rd  
                                 To          NW 205th St.  
                                 Distance   0.5 mi.

-Gravel or paved shoulder on east side.

-Provides access to Snohomish County pool as well as access to Syre Elementary School, transit and neighborhood shopping center at Richmond Beach.

St-51 15th Ave NE      From      NE 150th St.  
                                 To          NE 165th St.  
                                 Distance   0.87 mi.

-Improve bike/pedestrian walkway on east side of street relocating utility poles and regrading of pathway; first phase is between NE 150th St. and NE 155th St.

-Provides access along 15th Ave NE which is a signed bicycle route and a major arterial; also provides access to Hamlin Park and Firlands/ Fircrest Complex.

## Recommended Projects Minor Widening & Reconstruction

title and location	cost and timing					resp.	notes
	1978-1984			1985+			
	1priority	2priority	3priority	4priority	5priority		
St-52 Ashworth Ave. N. - from N. 155th to N. 185th			* <sup>1</sup>	\$130,000		DPW	Shoulder improvement.
St-53 Dayton Ave. N. - from N. 150th to N. 160th	* <sup>2</sup>			\$16,700		DPW	No Parking sign and walkway improvement.
St-54 N.E. 158th St. - from 25th N.E. to 35th N.E.				\$7,500		KC	Gravel walkway.
St-55 N.E. 197th - from 40th Ave. N.E. to Horizon View					\$13,400	DPW	Shoulder improvement.
St-56 N.W. 190th - from Richmond Beach Rd. to 8th Ave. N.W.					\$19,500	DPW	Shoulder improvement.
St-57 5th Ave. N.E. - from N.E. 175th to N.E. 185th		<sup>3</sup> \$10,000			\$47,500	DPW	Shoulder improvement.
St-58 Wallingford Ave. N. - from N. 145th to N. 155th					\$15,000	DPW	Shoulder improvement.
St-59 8th Ave. N.E. - from N.E. 165th to N.E. 175th					\$62,000	DPW	Shoulder improvement.

1 Shoulder improvements. 2 Provide "no parking" signs. 3 For signal improvement portion of proposal.

### Project Descriptions

St-52 Ashworth Ave N From N 155th St.  
To N 185th St.  
Distance 1.5 mi.

-Short term shoulder improvements and longer term roadway and sidewalk or walkway improvements.

-Provides defined pedestrian walkway near Aurora Ave N serving residents on east side; also serves Cordell Hull Jr. High. Shoreline Neighborhood Park #11 and Meridian and Parkwood Elementary Schools.

St-53 Dayton Ave N From N 150th St.  
To N 160th St.  
Distance 0.56 mi.

-Paved walkway outside existing curb; elimination of parking on walkway on east side of street.

-Serves Blue Cross, Sears Shopping Center, Shoreline Community College and transit along Dayton; improves visibility and provides defined pedestrian path along secondary arterial.

## Project Descriptions

- St-54 NE 158th St.      From      25th Ave NE  
                                 To          35th Ave. NE  
                                 Distance      0.5 mi.
- Gravel pathway on south side.
  - Provides improved walking surface to Briarcrest Elementary School.
- St-55 NE 197th St.      From      40th Ave NE  
                                 To          Horizon View Elementary School  
                                 Distance      0.45
- Improve pedestrian walkway with paved shoulder on north side of street.
  - Serves Horizon View Elementary School and new residential area north of NE 197th. (Note: Some improvements have already been made.)
- St-56 NW 190th          From      Richmond Beach Rd.  
                                 To          8th Ave NW  
                                 Distance      0.21 mi.
- Upgrade shoulders and roadway.
- St-57 5th Ave NE          From      NE 175th St.  
                                 To          NE 185th St.  
                                 Distance      0.52 mi.
- Improve roadway and pave walkways.
  - Review signal phases to analyze whether left turn phase or split phases are needed. Accident level at the intersection is high at present.
- St-58 Wallingford Ave N From      N 145th St.  
                                 To          N 155th St.  
                                 Distance      0.5 mi.
- Pave shoulder or separated walkway on east side of street.
  - Serves Parkwood Elementary School and provides access to transit along N 145th.
- St-59 8th Ave NE          From      NE 165th St.  
                                 To          NE 175th St.  
                                 Distance      0.5 mi.
- Curb, gutter and sidewalk matching portion between NE 155th St. and NE 165th St.
  - Provides access toward Shoreline Library from south.
- St-70 15th Ave NE and NE 175th St.
- Review signal phasing for addition of left turn phase.



## Recommended Projects Intersection Improvements

title and location	cost and timing					resp.	notes
	1978-1984		1985+				
	1priority	2priority	3priority	4priority	5priority		
St-70 15th Ave. N.E. & N.E. 175th	\$10,000					DPW	Left-turn signal phase.
St-71 Ballinger Way & N.E. 205th & 15th Ave. N.E.	\$75,000					DOT	Revise signal phase and channelization.
St-72 N.W. 145th & Greenwood Ave. N.		\$200,000				DPW/SEA	Left-turn channelization.
St-73 Dayton Ave. N. & Westminster Ave. N.			\$150,000			DPW	Channelization.
St-74 Dayton Ave. N. & Carlyle Hall Road			\$75,000			DPW	Traffic control signal.
St-75 Aurora Ave. N. & N. 165th St.			\$70,000			DOT	Traffic control signal.
St-76 15th Ave. N.E. & 24th Ave. N.E.				\$60,000		DPW	Traffic control signal.
St-77 Linden Ave. N. & N. 185th St.					\$70,000	DPW	Traffic control signal.

### Project Descriptions

St-71 Ballinger Way and NE 205th and 15th Ave. NE.

- Review signal phasing to simplify operation of the signal.
- Review channelization to allow right turns only from NE 205th St. to Ballinger Way.
- Revise channelization to improve traffic flow.

St-72 NW 145th and Greenwood Ave N

- Review signal phasing and channelization.
- Provide left-turn channelization from Greenwood to N 145th eastbound.

St-73 Dayton Ave N and Westminster Ave N

- Intersection improvement to improve traffic flow. Provide pedestrian crossing indications.

St-74 Dayton Ave N and Carlyle Hall Road

- Install traffic control signal when warranted.
- Provide channelization to reduce the area of the intersection.

Recommended Projects								Operational Improvements	
title and location		cost and timing					resp.	notes	
		1978-1984		1985+					
		1priority	2priority	3priority	4priority	5priority			
St-80	SR-522 - from SR-104 to N.E. 145th	\$404,000						DOT	Transit/carpool lane.
St-81	N. 195th St. - from Firlands Way to Aurora Ave. N.	\$20,000						DPW	Provide for 2-way traffic.
St-82	N.E. 175th - from SR-99 to 15th Ave. N.E.		\$300,000					DPW/DOT	Interconnect signals.
St-83	N.E. 145th St. - from SR-522 to Meridian Av.			\$500,000				DPW/SEA/DOT	Interconnect signals.
St-84	15th Ave. N.E. - from N.E. 145th to N.E. 175th			} \$750,000				DPW/DOT	Interconnect signals.
St-85	Meridian Ave. - from N. 185th to N. 145th							DPW/DOT	Interconnect signals.
St-86	N. 185th - from Dayton Ave. N. to 5th Ave. N.E.							DPW/DOT	Interconnect signals.

### Project Descriptions

#### St-75 Aurora Ave N and N 165th

- Install traffic control signal
- Signal will provide pedestrian crossing of Aurora Ave N and enhance east-west auto route between Dayton Ave and Meridian Ave N

#### St-76 15th Ave NE and 24th Ave NE

- Install traffic control signal when warranted.
- Minor channelization revision.

#### St-77 Linden Ave N and N 185th St.

- Install traffic control signal when warranted.

#### St-80 SR-522 From SR-104 To NE 145th St.

- Investigate feasibility of transit/carpool lane.

#### St-81 N 195th St. From Firlands Way To Aurora Ave N

- Improve roadway and restripe to provide for two-way traffic.
- Coordinate project with DOT development of the two-way left-turn land on SR-99.
- Investigate the elimination of access from SR-99 to Firlands Way.

## Project Descriptions

- St-82   NE 175th St.      From      SR-99  
                                 To      15th Ave NE  
-Interconnect traffic control signals.
- St-83   NE 145th St.      From      SR-522  
                                 To      Meridian Ave N  
-Interconnect traffic control signals.
- St-84   15th Ave NE      From      NE 145th St.  
                                 To      NE 175th St.  
-Interconnect traffic control signal.
- St-85   Meridian Ave N      From      N 185th St.  
                                 To      N 145th St.  
-Interconnect traffic control signal.
- St-86   N 185th St.      From      Dayton Ave N  
                                 To      5th Ave NE  
-Interconnect traffic control signal.
- St-90   Areawide Safety Improvement Fund  
-Establish fund for minor safety improvement projects in Shoreline including such items as crosswalks, sight distance improvements, minor drainage improvements, signing, etc.
- St-91   Areawide Curb Cut Fund  
-Establish fund for providing curb cuts on critical sidewalks in the Shoreline area.
- St-92   15th Ave NE and NE 172nd St.  
-Investigate feasibility of pedestrian activated signal.
- St-93   Pedestrian pathway across South Central Shoreline Park between 1st Ave NE and Meridian Ave N  
-Paved pedestrian pathway with photoelectric security lighting.  
-Serves United Cerebral Palsy Center and provides access through the park to transit on Meridian; also serves Parkwood Elementary School.
- St-94   Shoreline Neighborhood Park #7 Trail  
-Gravel or all-weather surfaced pedestrian walkway through park to Ballinger Homes; pedestrian and bikeway on NE 200th St. on south side of street.

Recommended Projects								Miscellaneous
title and location		cost and timing					resp.	notes
		1978-1984		1985+				
		1priority	2priority	3priority	4priority	5priority		
St-90	Areawide Safety Improvement Fund	\$25,000					KC	Establish fund.
St-91	Areawide Curb Cut Fund	\$16,000					KC	Establish fund.
St-92	15th Ave. N.E. & N.E. 172nd	\$63,000					DPW	Pedestrian-activated signal.
St-93	Pedestrian Pathway Across South Central Shoreline - from 1st Ave. N.E. to Meridian	\$37,000					DPW/PARKS	Pathway & special crossing.
St-94	Shoreline Neighborhood Park #7 Trail	\$4,000					PARKS	Gravel walkway.
St-95	Interurban R/W - from N. 145th to N. 205th	*	\$485,000				KC	Combination bikeway and walkway.
St-96	Ballinger Way & SR-522		*				DOT	Pedestrian crossing.
St-97	N.E. 160th St. (as extended) Through Hamlin Park		\$15,000				KC	Illumination.
St-99	N.E. 178th Route - from 15th Ave. N.E. to Ballinger Way			\$1,500			DPW	Spot improvements.
St-100	Pathway Along N. 170th - from Ashworth Ave. to Wallingford Ave.			\$2,000			KC	Coordinate with Park development.
St-101	Apple Tree Lane Xing					*	KC	Coordinate with sewer improvement.

### Project Descriptions

-Serves low-income housing and provides access through park and on the north side of park to Aldercrest Elementary and Kellogg Jr. High Schools. (Note: H & CD Block Grant funds may be available.)

St-95 Interurban From N 145th St.  
Right-of-way To N 205th St.

-Develop major bicycle and pedestrian travel route along this corridor. Provide overcrossing of SR-99 near Aurora Village.

-Provide potential connection throughout entire length of Interurban right-of-way; serve Sears Shopping Center, Cordell Hull Jr. High School, Echo Lake County Park, Aurora Village and shops along east side of Aurora Ave. N.

-Phase 1 to involve a detailed feasibility study and proposal for major bicycle and pedestrian improvements in this corridor.

St-96 Ballinger Way in vicinity of intersection with Bothell Way (SR-522)

-Coordinate ramped pedestrian/bicycle overpass or pedestrian activated crosswalk with State DOT and City of Lake Forest Park.

## Project Descriptions

- Provides pedestrian and bicycle access from Shoreline to Burke-Gilman Trail; connect bike route from NE 178th through Lake Forest Park to Burke-Gilman Trail; serve Forest Park Shopping Center.

St-97 NE 160th St. (as extended) through Hamlin Park

- Install gates for bicycles and security lighting operated by photo-electric cells along existing paved path.
- Provides bicycle access to path and improves security for pedestrians and bicyclists.

St-99 NE 178th St. Rt. From 15th Ave NE  
To Ballinger Way  
Distance 1.35 mi.

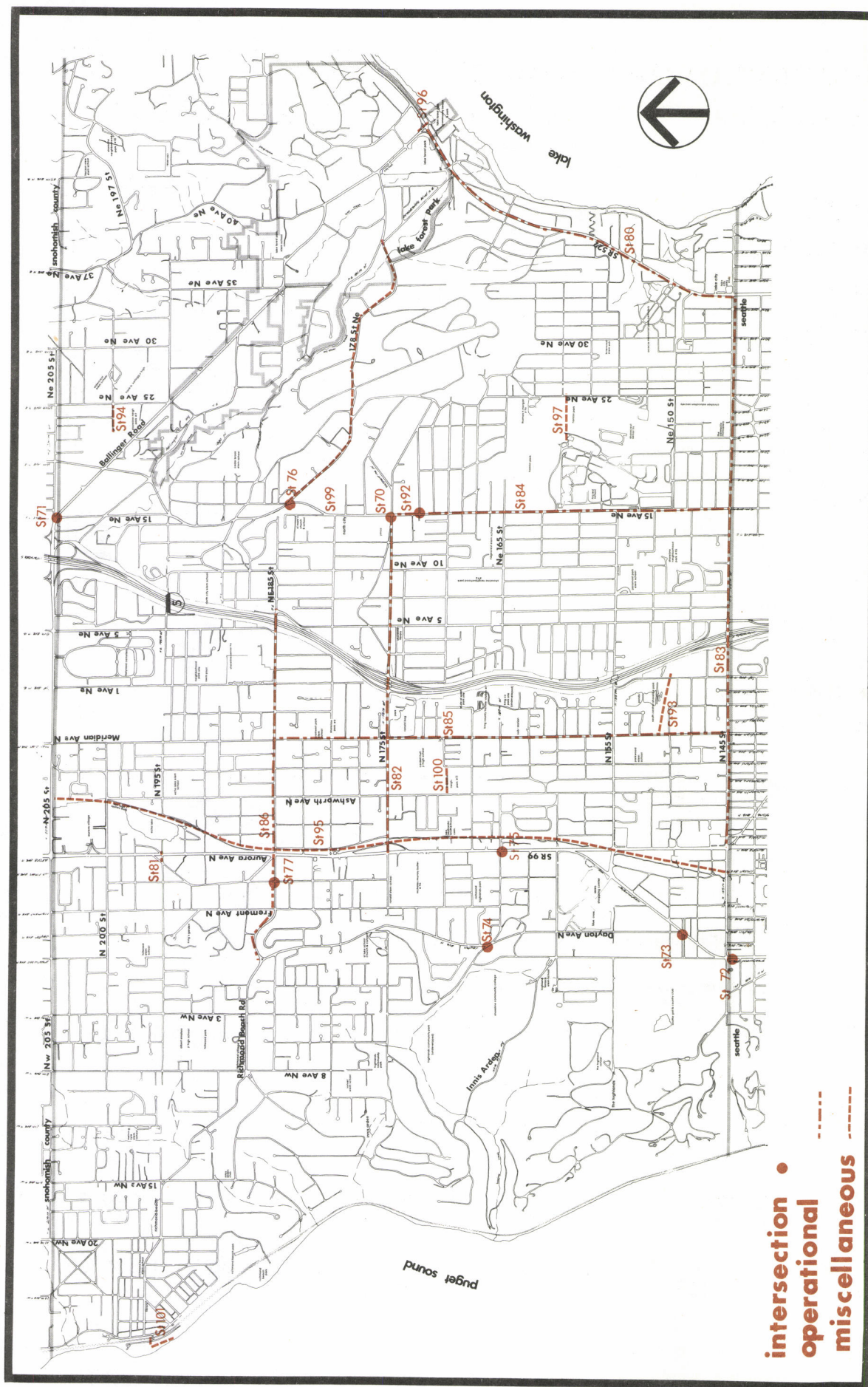
- Remove concrete posts and replace with guardrail, where appropriate, on side of pathway; extruded curbing, edge-striping or reflectorized buttons to delineate walkway.
- Provides major east-west link on collector arterial which is a signed bike route in the unincorporated area.

St-100 Pathway along N From Ashworth Ave N  
170th St. To Wallingford Ave N  
Distance 0.1 mi.

- Paved pathway constructed in undeveloped right-of-way.
- Serves Shoreline Neighborhood Park #11, Meridian Elementary School and Cordell Hull Jr. High; also provides access to Ronald Bog Park and transit on Meridian Ave N

St-101 Richmond Beach Park extension--access via Appletree Lane.

- Pedestrian walkway as expansion of existing private overpass and paving walkway along Appletree Lane to south end of private roadway to extension of park; fence along Richmond Beach Dr. NW.
- Provide access to park if extended; fence will reduce trespass.
- Improvement is dependant on Appletree Lane sewer improvement.



Recommended Projects						Transit		
title and location	cost and timing					resp.	notes	
	1978-1984		1985 +					
	1priority	2priority	3priority	4priority	5priority			
St-200	Revise Route 305 to operate on N. 145th	*					METRO	
St-201	Improve peak and off-peak service on Route 316/16		*				METRO	
St-202	Improve peak and off-peak headways on Route 306	*					METRO	
St-203	Create Route 308 serving Lake Forest Park and Aurora Village	*					METRO	
St-204	Revise Route 377 to operate on N.E. 145th to 5th N.E. or I-5		*				METRO	
St-205	Institute east-west para-transit service to operate 15 hours/day	*					METRO	
St-206	Improve service to major activity areas	*					METRO	
St-207	Install SC & DI on I-5 and HOV access lane bypasses at N. 205th, N. 175th, & N. 145th		*				DOT	
St-208	Investigate transit priority on SR-522, SR-99, & N. 145th		*				METRO/ DOT/KC/SEA	
St-209	Construct Park-and-Ride lot at SR-99 and N. 192nd	*					DOT	
St-210	Develop several park-and-pool lots	*					KC	

### Project Descriptions

St-200 Revise Route 305 to operate on N 145th.

- Streamline operation through Shoreline Community College.
- Improve headways.

St-201 Improve peak and off-peak service on Route 316/16

- Operating all expresses beginning at N 205th.

St-202 Improve peak and off-peak headways on Route 306.

St-203 Create Route 308 serving Lake Forest Park and Aurora Village

- Operate route via NE 145th.

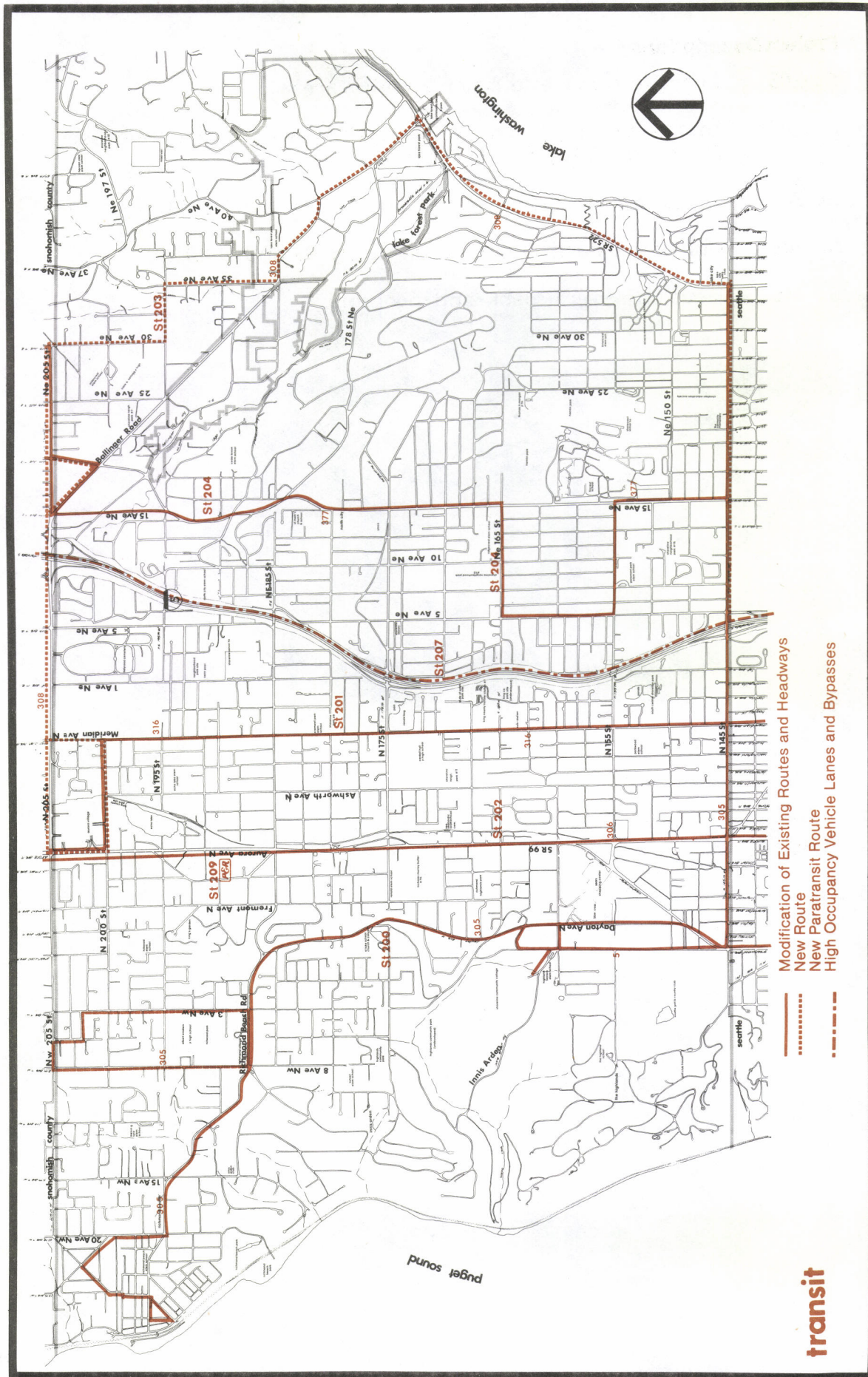
St-204 Revise Route 377 to operate on NE 145th St. to 5th NE or I-5.

St-205 Institute east-west paratransit service to operate 15 hours/day

- Connect north-south routes by operating on N 175th or N 185th.

**Project Descriptions**

- St-206     Improve service to major activity areas.
- St-207     Install SC & DI on I-5 and HOV access lane bypasses at N 205th, N 175th, and N 145th.
- St-208     Investigate transit priority on SR-522 and SR-99.
- St-209     Construct Park-and-Ride lot at SR-99 and N 192nd.
- St-210     Develop several park-and-pool lots.



# **PARKS AND RECREATION**

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The following policies are to serve as guidelines for parks and other recreational developments during the life of this community plan. The policies, in part, emphasize the need to complete acquisition of property for recreational uses as soon as possible. Most available land is being rapidly developed for other uses and, in some neighborhoods of Shoreline, no available sites remain for recreational development. In addition other policies emphasize how park sites should be developed, who they should serve, and how they should be maintained.

Another study by King County outlines policies for local and sub-regional park development. This report, the "King County Park Policy Task Force Report", provides further direction in areas that might not be covered by the policies in this community plan.

## **POLICIES**

### **P-1**

ALL NEIGHBORHOODS IN SHORELINE SHOULD HAVE RECREATION FACILITIES THAT ARE EASILY ACCESSIBLE BY ALL SEGMENTS OF THEIR POPULATION.

### **P-2**

ACQUISITION OF BOTH ACTIVE AND PASSIVE RECREATIONAL SITES SHOULD RECEIVE THE SAME PRIORITY IN MEETING THE EXISTING AND FORECASTED DEMAND IN SHORELINE.

### **P-3**

A MAJOR EMPHASIS ON PARK DEVELOPMENT IN SHORELINE SHOULD BE TO INCREASE ACTIVE RECREATION OPPORTUNITIES WITHOUT EXCLUDING PASSIVE RECREATION AND THE PRESERVATION OF UNIQUE NATURAL AREAS WHERE APPROPRIATE.

### **P-4**

THE DESIGN AND LANDSCAPING OF ALL PARKS SHOULD BOTH MINIMIZE MAINTENANCE AND BE IN KEEPING WITH THE NATURAL CHARACTER OF SHORELINE. PLANT MATERIAL, TOPOGRAPHY, DRAINAGE, ETC., SHOULD REMAIN COMPATIBLE WITH THE EXISTING ENVIRONMENT AND THE PARK SHOULD EMPHASIZE ANY UNIQUE FEATURES, SUCH AS VIEW, LANDMARKS, TREE COVER, ETC., THAT MIGHT EXIST ON THE SITE.

### **P-5**

BECAUSE PLAYGROUND, PLAYFIELD AND GYMNASIUMS AT SCHOOLS ARE AN INTEGRAL COMPONENT OF THE RECREATION SYSTEM, HIGH PRIORITY SHOULD BE GIVEN TO MAINTAIN, UTILIZE, AND PRESERVE THOSE FACILITIES FOR PUBLIC USE WHEN A SCHOOL MUST CLOSE BECAUSE OF DECLINING ENROLLMENT OR OTHER REASONS.

### **P-6**

EVERY EFFORT SHOULD BE MADE TO MAKE TRAILS IN KING COUNTY PARKS AS SAFE AS POSSIBLE.

**P-7**

PUBLIC ACQUISITION OF WATERFRONT PROPERTY ALONG LAKE WASHINGTON AND PUGET SOUND SHOULD BE ENCOURAGED WHENEVER POSSIBLE.

**P-8**

RECREATION OPPORTUNITIES SHOULD BE MADE AVAILABLE TO ALL SEGMENTS OF THE POPULATION, INCLUDING THE ELDERLY AND HANDICAPPED.

**P-9**

ALL PROPOSED PARK DEVELOPMENTS SHOULD INCLUDE A PLAN FOR MAINTENANCE AND OPERATIONS.

**P-10**

ENCOURAGE COMMUNITY GROUPS AND CLUBS TO ACTIVELY PARTICIPATE IN THE PLANNING, MAINTENANCE, DEVELOPMENT, AND SECURITY OF LOCAL PARKS.

**P-11**

IT IS RECOMMENDED THAT TEAMS USING KING COUNTY ATHLETIC FIELDS, WHICH MUST BE INTENSELY MAINTAINED FOR COMPETITIVE SPORTS, COULD BE CHARGED FEES TO HELP DEFRAY MAINTENANCE COSTS AND PROVIDE WELL KEPT FIELDS.

**P-12**

ACQUISITION, DEVELOPMENT, AND MAINTENANCE OF PARK AND RECREATION FACILITIES SHOULD FOLLOW POLICIES AND STANDARDS ESTABLISHED IN THE KING COUNTY PARK POLICY TASK FORCE REPORT.

**P-13**

ADDITIONAL RECREATION PROGRAMS SHOULD BE PROVIDED IN SHORELINE. THE USER FEES FOR THESE PROGRAMS SHOULD BE KEPT TO A MINIMUM OR, IF POSSIBLE, ELIMINATED IN ORDER TO MAKE THEM AVAILABLE TO ALL SEGMENTS OF THE COMMUNITY.

**P-14**

PARK FACILITIES AND RECREATION PROGRAMS SHOULD MAKE ADEQUATE PROVISION FOR PAINTING, SCULPTURE, CRAFTS, DANCE, DRAMA, MUSIC AND OTHER FINE ARTS. SUCH PROVISION SHOULD TAKE THE FORM OF CULTURAL PROGRAMS: STUDIO AND PERFORMANCE SPACE IN PARK AND RECREATION CENTER BUILDINGS; AND SUMMER AND EVENING UTILIZATION OF SCHOOL BUILDINGS (OPEN OR CLOSED).

## **PARK AND RECREATION PROJECTS**

The Shoreline Community Profile, Part 5, identifies recreation sites and documents facility deficiencies in the Shoreline area. The King County Park Policy Task Force Report provides standards by which Shoreline's parks may be compared and evaluated. The two references, along with the specific concerns of the residents of the plan area, are the basis for the following projects. Project descriptions are accompanied by implementation schedules and cost estimates, as well as a map indicating the location of all the projects.

Recommended Projects						Park and Recreation Acquisition Proposals	
title and location  Neighborhood Parks: Acquisition Recommendations	cost and timing					resp.	notes
	1978-1984		1985+				
	1priority	2priority	3priority	4priority	5priority		
Sp-1 Hillwood/Syre Neighborhood						K.C. Parks	Abandon project for lack of site. Funds should be transferred to development of Richmond Beach and Hillwood parks.
Sp-2 Ronald Neighborhood	* \$15,000m.n.					K.C. Parks	Acquisition dependent upon availability of sites.
Sp-3 Hilltop Neighborhood	* \$20,000m.n.					K.C. Parks	Cost based on assessed value of 11.65 acres. Actual cost may be more.
Community Parks: Acquisition Recommendations							
Sp-4 Hamlin Community Park	* \$61,000					K.C. Parks	Transfer of Seattle park property at Hamlin to King Co. is in negotiation. Acquire Water Dept. property

### Project Descriptions

#### Sp - 1

Hillwood/Syre: There are no sites available for a neighborhood park in the Hillwood/Syre communities. \$70,000 is available from Forward Thrust for acquisition and development. It is recommended that these funds be transferred for further development of Richmond Beach Neighborhood Park and the existing Hillwood Park.

#### Sp - 2

Ronald Neighborhood: Locate and acquire a neighborhood park site in the area approximately north of N. 175th, south of N. 195th St. west of Aurora Ave. N. and east of 1st Ave. NW. One possible site is located at N. 180th St. and Dayton Ave. N. and another at N. 175th St. and Linden Ave.

#### Sp - 3

Acquire Neighborhood Park site in the Hilltop area. Recommended site is located adjacent to the west side of 30th Ave. NE. and south of NE. 169th St.

#### Sp - 4

Hamlin Community Park: Complete transfer of approximately 40 acres of park property from the City of Seattle Park Department to King County Park Division. In addition if property on the North side of Hamlin Park is not needed by the Seattle Water Department for a reservoir it should be transferred to King County and included as part of Hamlin Park.

Recommended Projects							Park and Recreation Acquisition Proposals	
title and location Resource Base Parks Acquisition Recommendations	cost and timing					resp.	notes	
	1978-1984			1985+				
	1priority	2priority	3priority	4priority	5priority			
Major Urban Parks: Acquisition Recommendations								
Sp-7 Shoreview Park	* \$1338,900					K.C. Parks	Cost is based on latest appraised value by the Shoreline School District.	

### Project Descriptions

#### Sp - 7

Acquire the surplused School District property adjacent and west of Shoreline Community College. This property will be added to Highlands Park to form a major urban park for Shoreline. Total size of the park will be approximately 88 acres.

Recommended Projects						Park and Recreation Development Proposals	
title and location	cost and timing					resp.	notes
	1978-1984		1985+				
	1priority	2priority	3priority	4priority	5priority		
Sp-8 Northridge (YMCA) Park	\$26,000					K.C. Parks/ H&CD	Funding is approved, construction scheduled for 1978/1979. Funds are pro- vided through the H&CD Program.
Sp-9 (Neighborhood Pk. #2) Richmond Beach	* \$112,000					K.C. Parks	Dev. to incl. renovation of gym, play- field & tennis court, const. of chil- drens play area & picnic site.
Sp-10 (Neighborhood Pk. #4) Echo Lake	* \$112,000		Costs not Available			K.C. Parks	First phase completed. Swimming beach under evaluation.
Sp-11 (Neighborhood Pk. #6) North City	* \$33,000					K.C. Parks	Funds available from Forward Thrust neighborhood park program
Sp-12 (Neigh. Pk. #11) Meridian	* \$ 2,000		* \$35,000 est.			K.C. Parks	Site should be brushed and cleaned out to increase safety as soon as possible. Further development would be a 2nd or 3rd priority.
Sp-13 (Neigh. Pk. #13) Ronald Bog		* \$30,000				K.C. Parks	Landscape undeveloped portion of park. Dev. of informal playfield could be included.
Sp-14 (Neigh. Pk. #80) James E. Keough Park	* \$77,067					K.C. Parks	Construction has been completed.
Sp-15 Ronald Neighborhood		* \$50,000				K.C. Parks	Dev. should include at least a small playground, childrens play area.
Sp-16 Hilltop Neighborhood			* \$50,000			K.C. Parks	Development priority is low because of present low population density and lack of available funds.
Sp-17 Hillwood	* \$30,000 est.					K.C. Parks	Improve athletic field and drainage.
Sp-18 (Neigh. Pk. #9) Cromwell Park			* \$35,000			K.C. Parks	

## Project Descriptions

### Sp - 8

Northridge (YMCA) Park: This project will improve the North City Y.M.C.A. property currently being utilized as a park in a blighted area. It will provide park and recreational facilities for children, families and senior citizens. The project is sponsored by the Greater Seattle Y.M.C.A., Shoreline Branch.

### Sp - 9

Richmond Beach Neighborhood Park (#2): Acquisition of site is complete. Removal of old school building is recommended (if there are no final conflicts with King County's Heritage Ordinance).

### Sp - 10

Echo Lake Neighborhood Park (#4): Initial development to include landscaping and passive recreation areas. A swimming area could be provided at a later date.

### Sp - 11

North City Neighborhood Park (#6): A site has been acquired at the North City Elementary School at 10th Avenue NE. and NE. 203rd, North City service area of the Shoreline School district. A passive park is contemplated and public input will be generated before final site plans are adopted. Development should include facilities for children and elderly and a small active play area.

## **Project Descriptions**

### **Sp - 12**

Meridian Neighborhood Park (#11): This project is located at Wallingford Ave. N. and N. 170th St. Development should include a small active recreation area and other recreation opportunities for children and elderly, such as Northshore pets, etc.

### **Sp - 13**

Ronald Bog Neighborhood Park (#13): This neighborhood park is located at Meridian Ave. N. and N. 175th. First phase of development has been completed and includes landscaping and a walking path, second phase should include the undeveloped area on the east side of the park. Parking area and some opportunities for active recreation should be provided, (which might include an open field for informal ball games).

### **Sp - 14**

North McCormick Neighborhood Park (#80): Park development is presently in progress. Facilities will include a childrens play area, Tennis courts, and a small open field.

### **Sp - 15**

Ronald Neighborhood Park: Park development to include a childrens play area, a small open field and passive areas.

### **Sp - 16**

Hilltop Neighborhood Park: Development should include an open play field, childrens play area, a drainage retention pond (existing), picnic areas and areas of open space preservation. The site may also be large enough to support a couple tennis courts if funding becomes available.

### **Sp - 17**

Hillwood Neighborhood Park: Correct drainage problems and improve playing surface of existing athletic field. Provide a childrens play area and recreation facilities for the elderly.

### **Sp - 18**

Cromwell Neighborhood Park (#9): Development should be minimal and consist of passive recreation areas (open space).

Recommended Projects						Park and Recreation Development Proposals	
title and location	cost and timing					resp.	notes
	1978 - 1984		1985 +				
	1priority	2priority	3priority	4priority	5priority		
Neighborhood Park: Development Recommendations							
Sp-19 (Neigh. Pk #12) Ridgecrest Neigh. Pk.	* \$2,000	* \$30,000				K.C. Parks	(1) Brush & trim trees to increase visibility into park. (2) Develop second half of park.
Neighborhood Playground: Development Recommendations							
Sp-20 Richmond Beach Park	* See Sp-9					K.C. Parks	
Sp-21 Aldercrest Elem. Sch.		* No costs available				K.C./ School Dist.	Development agreements will have to be worked out between Shoreline School Dist. and King County.
Sp-22 Cedarbrook Elem. School		* No costs available				K.C./ School Dist.	(Same as above)
Community Parks: Development Recommendations							
Sp-23 Hamlin Community Park	* \$300,000					K.C. Parks	Project to include clearing underbrush, construction of new athletic field and <del>light one athletic field.</del>
Sp-24 South Central (1) Shoreline	* \$300,000					K.C. Parks	In addition to tennis & hand ball court special facility for the handicapped <del>are to be provided.</del>
Sp-25 Highlands Community Park						K.C. Parks	Park site will be added to the Shore- view major urban park development.
(1) Shoreline Community Planning Committee recommends that the name South Central Fred Anhalt Community Park.						Shoreline Park be changed to	

## Project Descriptions

### Sp - 19

Ridgecrest Neighborhood Park (#12): Trees and vegetation should be brushed and trimmed to improve visibility into the park and increase safety. Brushing should occur as soon as possible. Additional development should provide a playfield and other active recreation opportunities.

### Sp - 20

Richmond Beach Neighborhood Park (#2): Rehabilitate existing athletic field, tennis courts and gymnasium.

### Sp - 21

Aldercrest Elementary School: There are no sites for a neighborhood park or playground in this neighborhood. The recommendation is for King County and the school district to develop an agreement for sharing the cost for improving or expanding the recreation facilities at the neighborhood elementary school.

### Sp - 22

Cedarbrook Elementary School: (Same as Sp-21).

## **Project Descriptions**

### **Sp - 23**

Hamlin Community Park: Develop new athletic fields, improve and light existing fields where necessary, and landscape and improve undeveloped area of the park as a semi-natural preserve with picnic areas, trails, etc.

A program should also be developed that would incorporate work release for inmates of the Firland Mini-Prison to provide jobs in both improving and maintaining Hamlin Park.

### **Sp - 24**

South Central Shoreline: Provide athletic field, handball/basketball courts, tennis courts, and special recreation facilities for the handicapped.

### **Sp - 25**

Highlands Community Park: Should be maintained as a conservation area, with only minimum improvements such as trails. This park will be combined with Shoreview urban park.

Recommended Projects						Park and Recreation Development Proposals	
title and location  Community Parks; Development Recommendations	cost and timing					resp.	notes
	1978-1984			1985 +			
	1priority	2priority	3priority	4priority	5priority		
Sp-26 Richmond Beach Comm. Park	1*	2* \$38,000				K.C. Parks	(1) Negotiate with Burlington Northern to improve safety along tracks. (2) Improvement to undeveloped areas.
Community Playfields: Development Proposals							
Sp-27 Kellogg J.H. School	* \$20,000					K.C. Parks	Construct and light tennis courts.
Sp-28 Richmond-Highlands	* \$83,000					K.C. Parks	Light ball fields Funding available
Sp-29 School Dist. Playfields		* No costs available				K.C./ School Dist.	Negotiate with school dist. for King Co. to cooperate in improving existing school fields.

### Project Descriptions

#### Sp - 26

Richmond Beach Community Park: Further development of this park should include negotiations with Burlington Northern to solve the safety problem along the railroad tracks and provide site landscaping, improvements to the trails, picnic area shelters and the beach. Public acquisition of the northern beach area is not recommended at this time.

#### Sp - 27

Kellogg Jr. Hi. School Tennis Courts: Construction of two tennis courts w/lighting at Kellogg Jr. Hi. School.

#### Sp - 28

Richmond-Highlands Athletic Field: Provide lighting for athletic field to increase use of an existing facility.

#### Sp - 29

All Shoreline School District Athletic Fields: Encourage negotiations between school District and King County to share in the costs of improving existing school athletic fields. Many fields can be more extensively used if better drainage was provided or surfaces are converted to an all-weather material.

Recommended Projects						Park and Recreation Development Proposals	
title and location  Major Urban Parks: Development Recommendations	cost and timing					resp.	notes
	1978-1984			1985+			
	1priority	2priority	3priority	4priority	5priority		
Sp-31 Shoreview Park	* \$200,000					K.C. Parks	First phase of dev. would provide one all weather soccer/baseball field, park- ing and master plan.
Area Wide Park Development Project Recommendations							
Sp-32 General fencing for parks	* \$50,000					K.C. Parks	

### Project Descriptions

#### Sp - 31

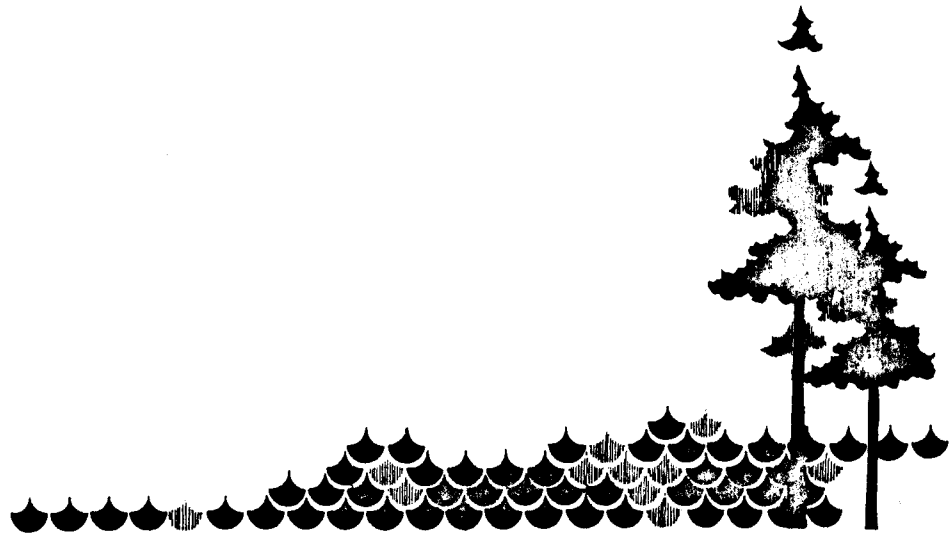
Shoreview Urban Park: Development of this park should be quite intensive. Use would include soccer/football fields, baseball/ softball fields, tennis courts and an area for flying "hang gliders". Restroom facilities should also be included.

#### Sp - 32

General Park Fencing and Barrier Program: Program is to provide fences or other architectural barriers to delineate various park boundaries and protect adjoining private property.







# Area Zoning

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## BACKGROUND

In 1977 a community plan process was begun for the Shoreline area. The community plan is necessary to provide up-to-date guidelines for managing the way Shoreline will develop and change over the next 6-10 years. The plan recommends policies and guidelines in three basic areas; 1) land use, 2) transportation and 3) recreation. The Shoreline Community Plan Area Zoning is a companion document to the Shoreline Community Plan. This Area Zoning document provides zoning maps for the Shoreline Plan area that help implement policies and guidelines adopted within the community plan.

## STUDY AREA LOCATION

The Area Zoning covers the same land area as the Shoreline Community Plan. The planning area is approximately 15 square miles or 9,800 acres in size. It is bounded by Puget Sound on the west, Lake Washington on the east, Snohomish County on the north and the City of Seattle on the south. Neighborhoods within the Shoreline area include Richmond Highlands, Richmond Beach, Innis Arden, the Highlands, Echo Lake, North City, Ridgecrest, Hill Top, Sheridan Beach and the City of Lake Forest Park.

## DEFINITION OF AREA ZONING

Area Zoning is "synonymous with the terms of 'rezoning or original zoning' as used in the King County Charter and means: Procedures initiated by King County which result in the adoption or amendment of zoning maps on an area-wide basis. This type of zoning is characterized by being comprehensive in nature; deals with natural homogeneous communities, distinctive geographic areas and other types of

districts having unified interests within the county. Area zoning, unlike a reclassification, usually involves many separate properties under various ownerships and utilizes several of the zoning classifications available to express the county's current comprehensive plan and community plan policies in zoning map form" (King County Ordinance 3669). Area zoning is proposed at the same time the community plan is proposed (King County Ordinance 3669).

## **AREA ZONING PROCESS**

Shoreline Community Area Zoning will help implement the adopted land use plan. The study process for area zoning occurred at the same time as the Shoreline Community Plan study. The first step was to identify and classify the social/ economic characteristics of the community and inventory its natural and man-made environments. This information was compiled, mapped and printed for the Shoreline Area in a report. This report, titled "Shoreline Community Profile", was distributed throughout Shoreline at the early community meetings and is available at local libraries. Phase I was completed in May, 1977.

Next, community issues and concerns were identified, and policies developed which are designed to help implement the desired goals and community improvements. In Shoreline, four initial area-wide community meetings were conducted in May of 1977. As a result, a wide variety of issues were identified and put into priority. From June of 1977 to May of 1978 a weekly series of open community meetings and workshops were held by the Shoreline Community Planning Committee and County staff to translate the issues into policies and mechanisms appropriate for implementation. In May of 1978 another series of area-wide community meetings were held for the public to review the preliminary results of the planning committee's work. Based on comments received from the community, the citizen committee reviewed the plan and made their final recommendation to the King County Council. Area Zoning accompanies the proposed plan to the Council. Adoption of the proposed Shoreline Community Plan and Area Zoning by the King County Council completed this phase of the process.

## **LAND USE/ZONING CHANGES**

In order to obtain the objectives outlined by the land use policies the Shoreline Community Plan Committee carefully reviewed the existing land use and zoning conditions throughout the Shoreline area. In making recommendations for land use and zoning changes 4 questions were considered; 1) Are there areas of existing or potential conflict between one land use and another? 2) Are there existing land uses that should be encouraged to be changed to higher density or different use? 3) Are there vacant lands where the present zoning should be changed to allow a different use? 4) How can commercial zoning be expanded in Shoreline without adversely affecting adjacent communities. Commercial development is the only land use where the general development goal and policies would require an increase over the existing zoning.

There are specific areas in Shoreline that the Planning Committee felt should be recommended for change as they pertain to their recommended

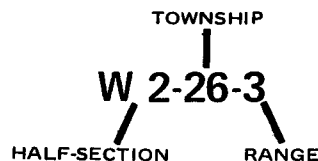
policies. Properties that have not been identified for zoning changes are not recommended for change by the committee. The existing zoning should apply for the remainder of the plan cycle, unless additional development controls are placed on the property through the "P" suffix ordinance.

A requested zoning change that is not recommended in this community plan should only be granted to the applicant when it can be shown that the land uses permitted under the area zoning are not appropriate for the parcel in question. Prior to a reclassification it should also be determined that the rezone, if granted, would not unduly impact the adjacent single-family housing and neighborhood.

## READER ASSISTANCE

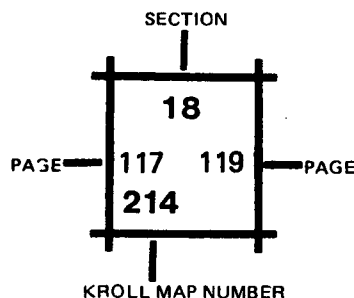
A. Each half-section zoning map within the Shoreline area indicates:

- 1) Zoning prior to August, 1980
- 2) Area zoning adopted by Ordinance No. 5080. An arrow ( ➡ ) indicates the location of an adopted zoning change. A zoning change is indicated by an X through the existing zone classification. The adopted zone classification is shown near the existing classification.
- 3) The half-section - township - range number is given at the top of each page.



B. The index to the zoning maps, on the facing page depicts:

- 1) The section, township, and range for all land within the Shoreline Community.
- 2) The Kroll map number
- 3) The page number of this report where a specific half-section can be found.



C. To determine zoning for a specific parcel of land, examine the index map and find the half-section within which the parcel is located. Then turn to the detailed zoning map and locate the specific parcel. Zoning changes which have occurred will be indicated by an arrow ( ➡ ).

**NOTE:** The King County zoning code synopsis:

The synopsis is located at the end of the report. More detailed information on individual zone classification requirements may be obtained by calling the Division of Building and Land Development at 344-7900.

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THE MAPS REPRODUCED IN THIS REPORT ARE COPIES OF THE OFFICIAL ZONING MAP SERIES WHICH IS ADOPTED AS A PART OF THIS AREA ZONING. THE OFFICIAL MAPS ARE AT A SCALE OF 1" = 200'; EACH HALF-SECTION WITHIN SHORELINE IS SHOWN ON A SEPARATE PAGE AT A SCALE OF 1 INCH = 600 FEET.

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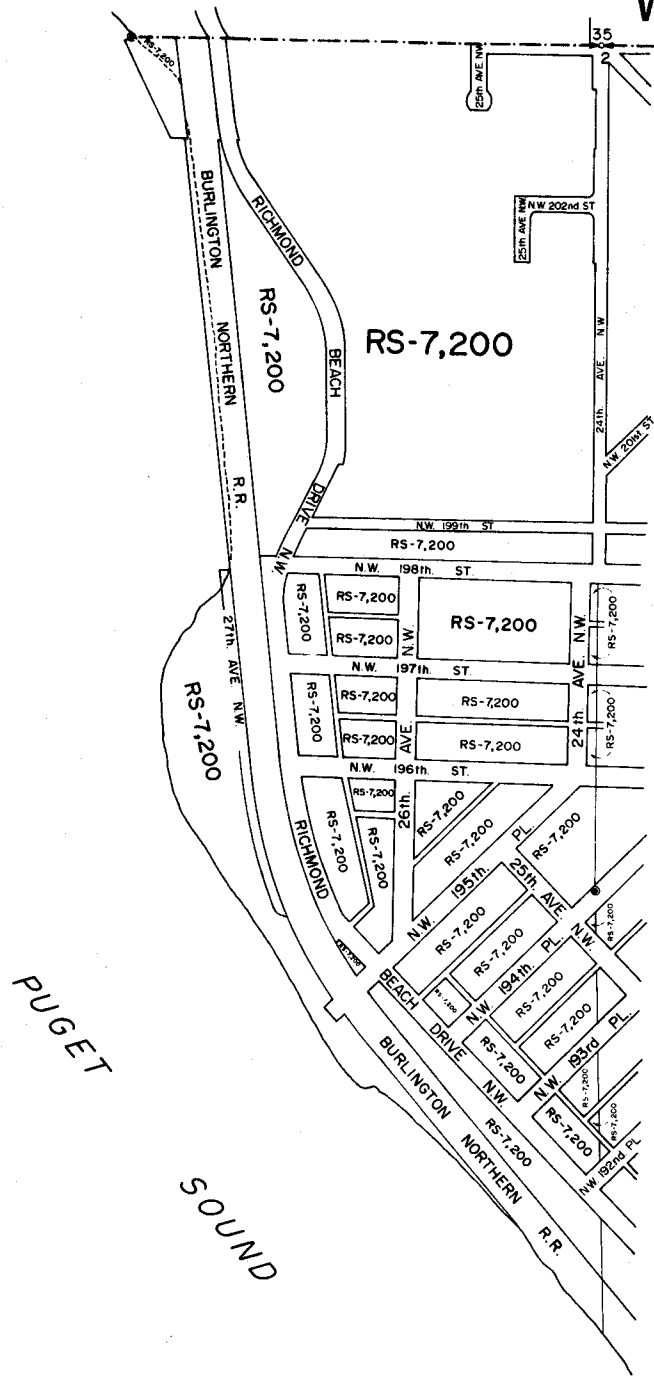
## **Individual Zoning Maps and Explanations**

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**W 2-26-3**

RS 7200

No changes are proposed.



Zoning as of August, 1980

## E 2-26-3

RS-15000, RD-3600, RM-2400, B-N

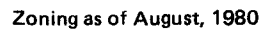
No changes are proposed.

RS 7200 (Potential RM-2400)

The Plan concurs with the potential zoning designations.

RS-7200

No changes are proposed.



## W 1-26-3

### ➔ RS-15000 (Potential RM-1800) to RS-15000

Development at RM-1800 density could cause serious conflicts with the existing and adjacent single-family housing. The site is presently developed as a single-family residence. It is well protected and buffered from the adjacent arterial streets. This property is not needed to meet the demand for multi-family zoning in the Richmond Beach Area.

#### RS-15000

No other changes to the RS-15000 zones are proposed.

### ➔ RS-7200 (Potential RM-2400) to RM-2400

RM-2400 density is in keeping with other development fronting on Richmond Beach Road.

#### RS-7200 (Potential RM-2400)

The plan concurs with the other potential zoning designations. Upon changing to multi-family, auto access should be restricted to Richmond Beach Road.

#### RS-7200

No other changes to the RS-7200 zones are proposed.

#### RD-3600, RM-2400, RM-1800, BN, BC

No changes are proposed.



## E 1-26-3

### ➔ RS-7200 to RM-1800-P

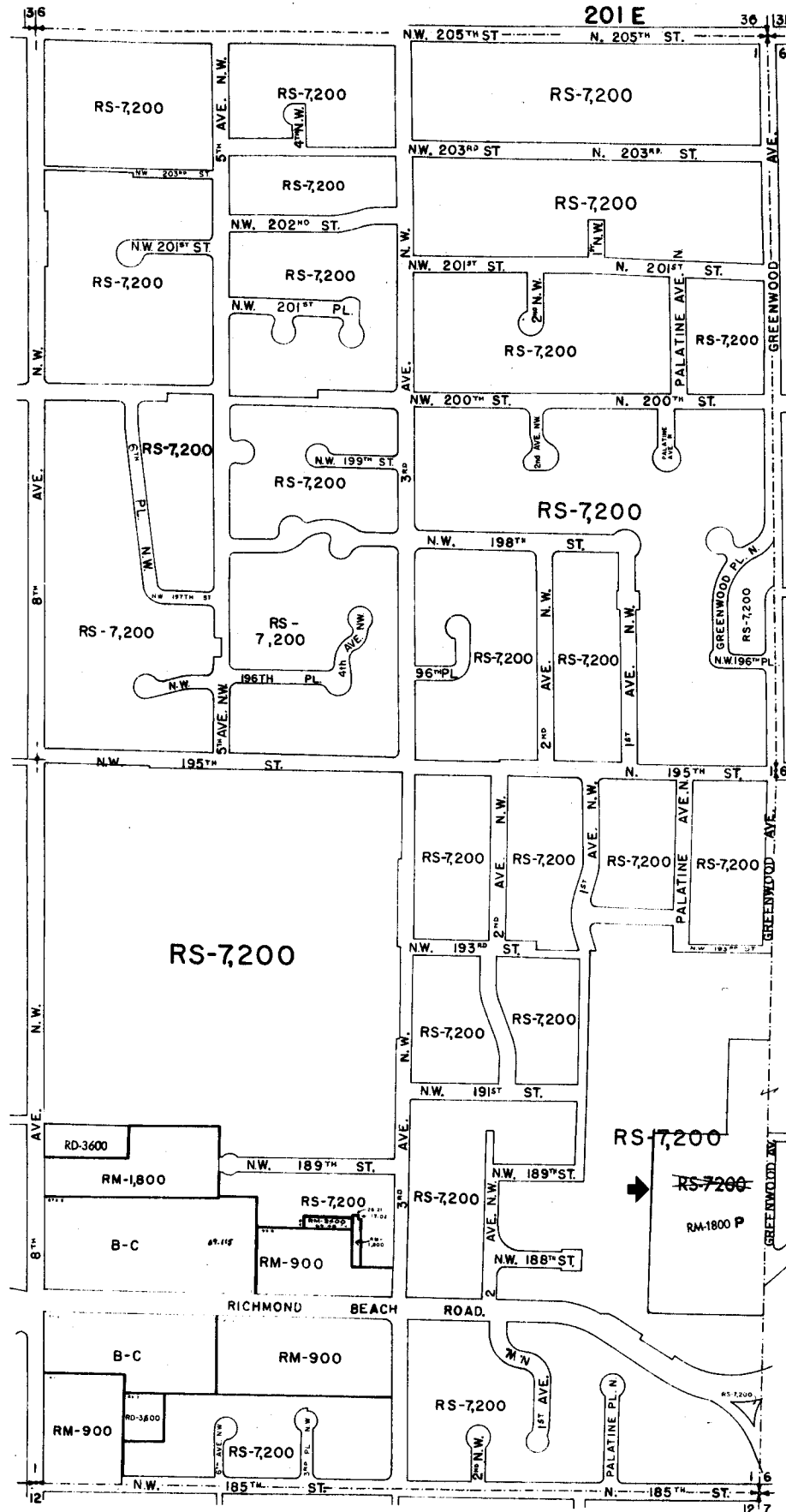
P-suffix conditions to be established by the Zoning and Subdivision Examiner. Conditions should address, but not be limited to, information included in the settlement agreement between CRISTA and 27 neighbors; and surface water runoff/holding pond requirements per the new construction.

#### RS-7200

No other changes to the RS-7200 zones are proposed.

#### RD-3600, RM-2400, RM-1800, RM-900, B-C

No changes are proposed.



Zoning as of August, 1980

## W 6-26-4

RS-7200 (Potential RM-2400), RS 7200 (Potential RM-1800), RS 7200 (Potential RM-900)

The Plan concurs with the potential zoning designations.

### ➔ RS 7200 to RM 1800-P

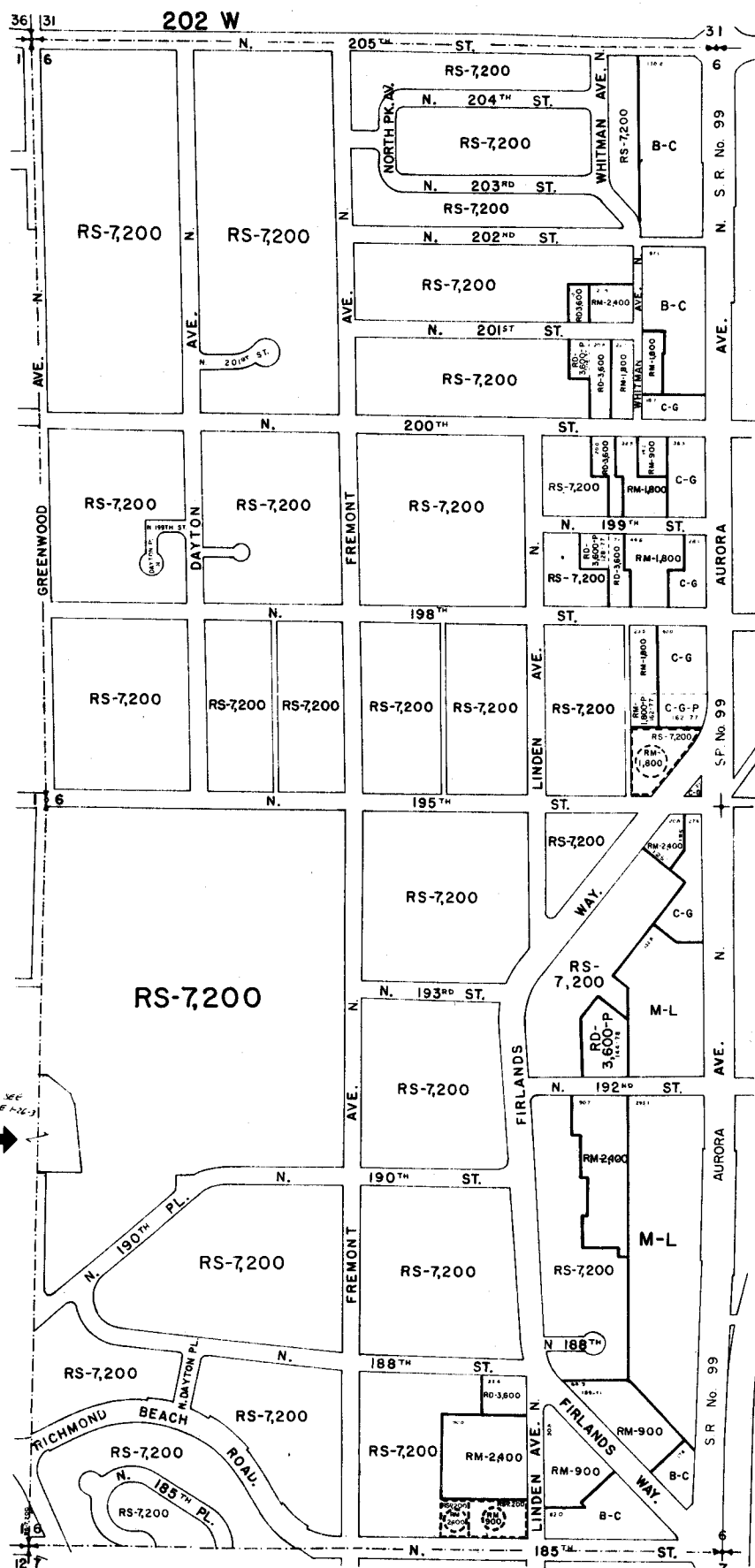
P-suffix conditions to be established by the Zoning and Subdivision Examiner. Conditions should address, but not be limited to, information included in the settlement agreement between CRISTA and 27 neighbors; and surface water runoff/holding pond requirements per the new construction.

### RS-7200

No other changes to the RS-7200 zones are proposed.

RD-3600, RM-2400, RM-1800, RM-900, B-C, C-G, M-L

No changes are proposed.



Zoning as of August, 1980

## E 6-26-4

### CG to CG (Potential BR-C)

The BR-C zone will permit mixing retail/commercial uses with residential development in the same building or on the same site.

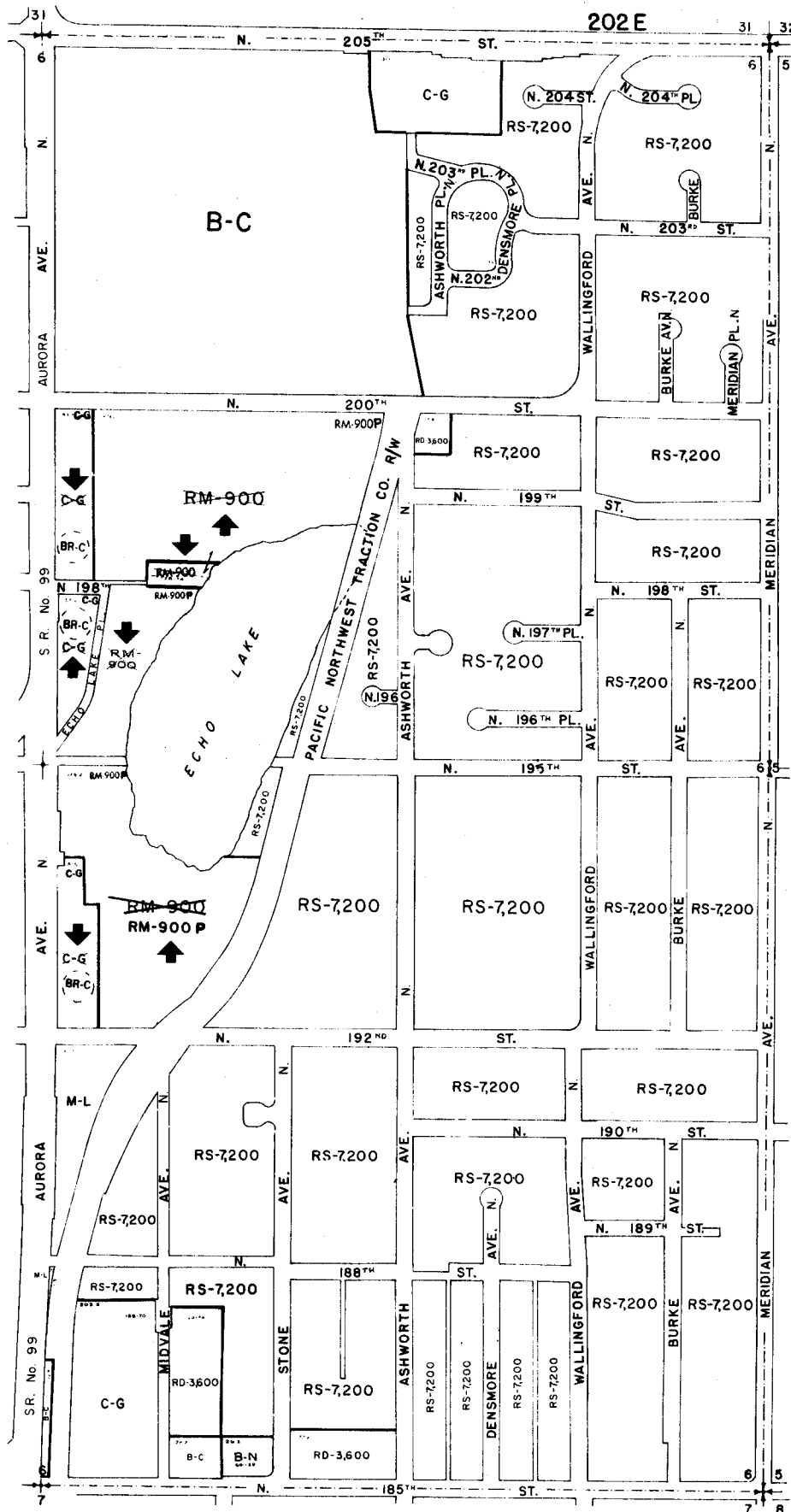
### RM-900 to RM-900-P

The addition of a P-suffix on the parcels fronting on Echo Lake establishes the following site development conditions:

1. Parking facilities must be located beneath or upland of the development which the parking area serves.
2. Single-family residential development shall maintain a shoreline setback of twenty (20) feet from the ordinary high water mark.
3. Multi-family residential or professional office development shall maintain a shoreline setback of fifty (50) feet from the ordinary high water mark.
4. Accessory structures placed within the required shoreline setback shall cover no more than 150 square feet; and shall not exceed eight (8) feet in height.
5. Any pier, moorage, float or launching facility shall conform to the following:
  - a. No structure may be located nor extend further waterward of the ordinary high water mark than one-fourth (1/4) the total distance from the shoreline associated with the structure to the opposite shoreline.
  - b. No covered pier, covered moorage, covered float or other covered structure is permitted waterward of the ordinary high water mark.
  - c. No portion of such structure shall protrude more than five (5) feet above the surface of the water.
  - d. No dwelling unit may be constructed on a pier.
  - e. No more than one pier for each one hundred (100) feet of shoreline is permitted.
6. Submerged land within the boundaries of any waterfront parcel shall not be used to compute lot area, lot dimensions, yards, open space or other similar required conditions of development.
7. Filling and excavation shall be limited to part of an approved overall development plan.

### RS-7200, RD-3600, RM-900, B-N, B-C, C-G, M-L

No other changes to the RS-7200, RD-3600, RM-900, B-N, B-C, C-G or M-L zones are proposed.



Zoning as of August, 1980

W 5-26-4

RS-7200

No changes are proposed.

81

## E 5-26-4

E 5-26-4

### RS-7200 (Potential RM-2400), RS-7200 (Potential RM-1800)

The plan concurs with the potential zoning designations.

### ➔ RS-7200 (Potential RM-1800) to RS-7200 (Potential RD-3600-P)

Because of serious problems with steep slopes and wetlands (McAleer Creek) in this area it is recommended that development should not exceed a density of 12 homes per acre.

The addition of P-suffix establishes the following site development conditions:

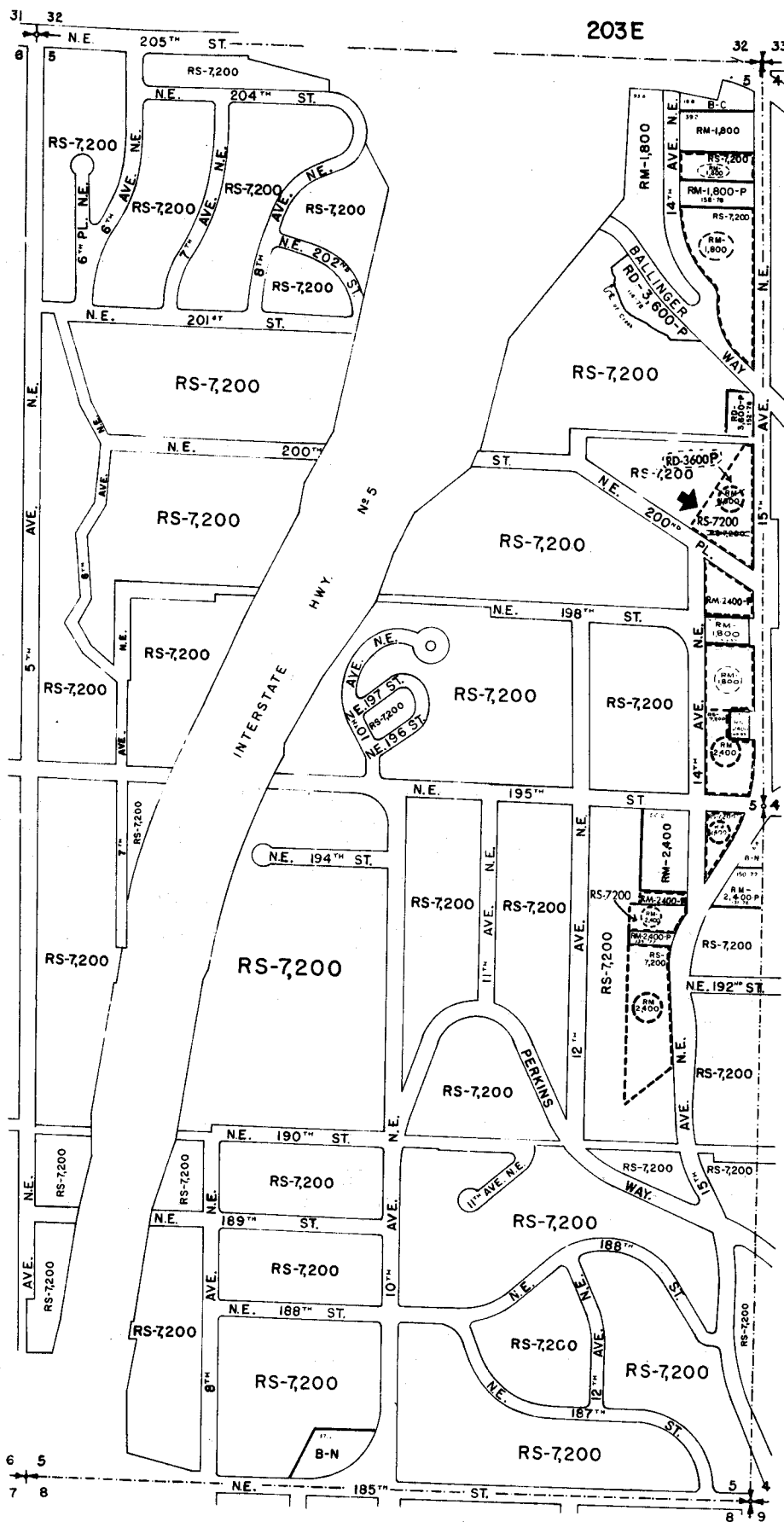
1. County review and approval of roads and buildings on the site.
2. McAleer Creek should be protected and left undisturbed. No construction of buildings within 20 ft. of the shoreline.
3. NE 200th St. should not connect through to 15th Ave. NE.

### RS-7200

No other changes to the RS-7200 zones are proposed.

### RD-3600, RM-2400, RM-1800, B-N, B-C

No changes are proposed.



Zoning as of August, 1980

RS-15000

No changes are proposed.

RS-7200 (Potential RD-3600), RS-7200 (Potential RM-2400), RS-7200 (Potential RM-1800)

The plan concurs with the potential zoning designations.

RS-7200

No other changes to the RS-7200 zones are proposed.

RM-2400, RM-900, C-G

No changes are proposed.

➔ B-C to BR-C

The BR-C zone not only retains valuable commercial property, but also allows additional opportunities for residential housing.

➔ B-C to B-C (Potential BR-C)

This property is located on the west side of the entrance of a cul-de-sac street lined with well-maintained single family homes. The property is presently used as a single-family residence. If the property is developed for commercial purposes it could seriously impact the homes along this small cul-de-sac. The BR-C zone, permitting mixed business - residential use, could provide a better transition between residential and commercial developments.

➔ B-C and RM-1800 to RM-900-P

P-suffix conditions are established as follows:

1. no more than 70 units to be built on the site.
2. Provision for walkways along SR-104 consistent with the recommendations of the Washington State Department of Transportation.

➔ RD-3600 to RT-1800

Townhouse development should provide a transition between the RM-900 and C-G zones to the north and east, and the residential areas to the south and west.

85

## **E 4-26-4**

### **RS-7200 (Potential RM-2400)**

The plan concurs with the potential zoning designation.

### **RS-7200**

No other changes to the RS-7200 zones are proposed.

### **RD-3600, RM-2400, RM-1800, B-N**

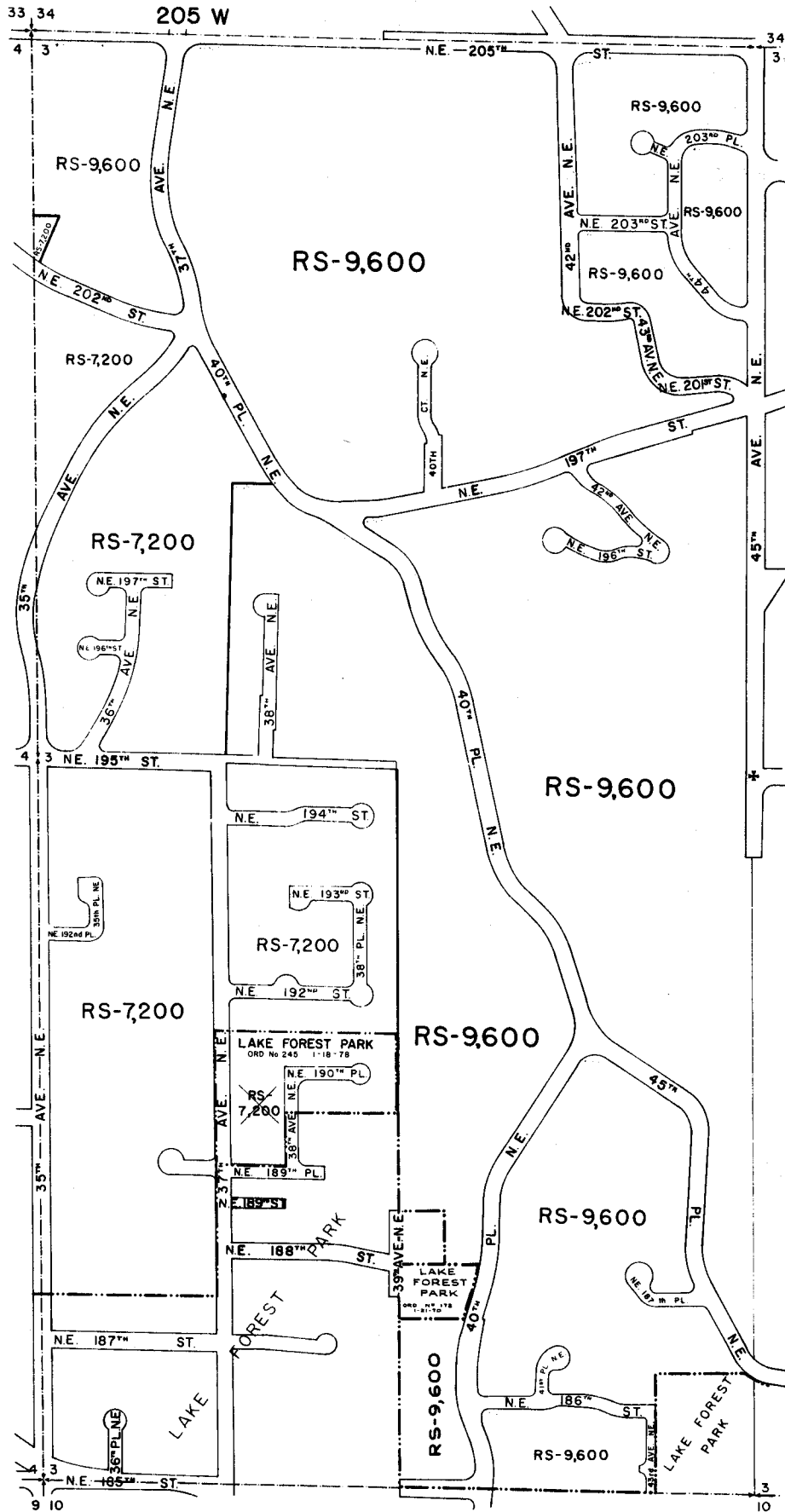
No changes are proposed.



**W 3-26-4**

RS-9600, RS-7200

No changes are proposed.



Zoning as of August, 1980

**E 3-26-4**

RS-9600, RS-7200

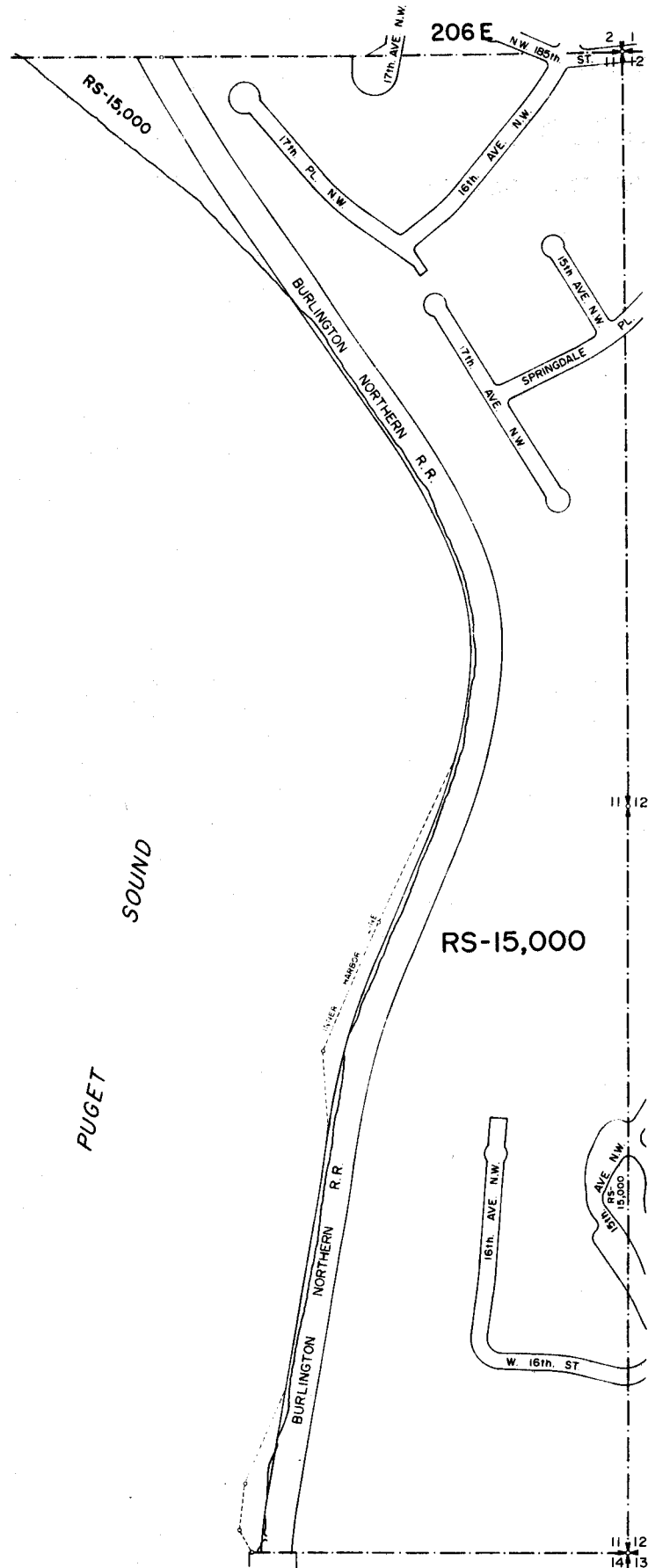
No changes are proposed.

91

**E 11-26-3**

RS-15000

No changes are proposed

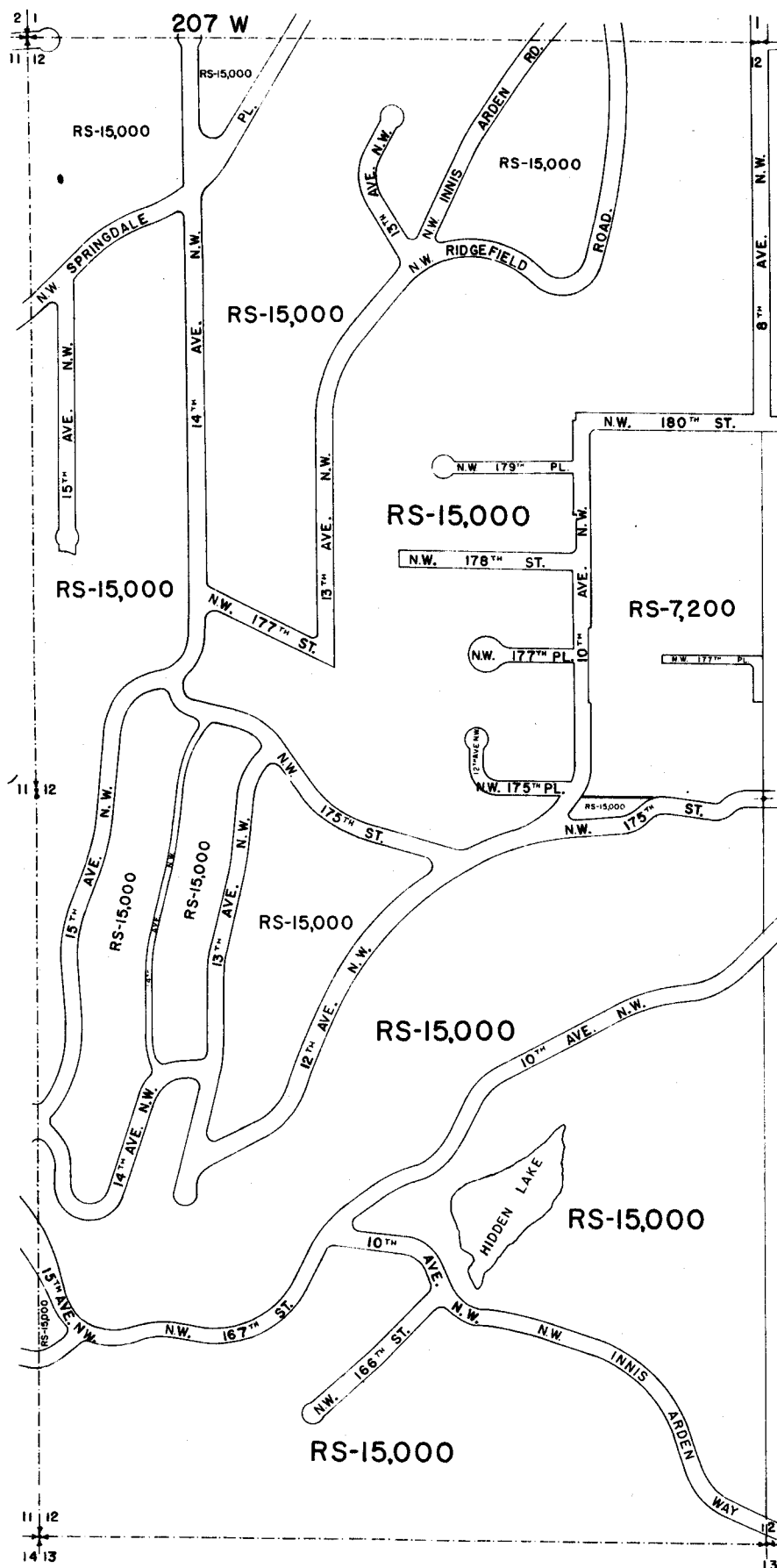


Zoning as of August, 1980

**W 12-26-3**

**RS-15000, RS-7200**

**No changes are proposed.**

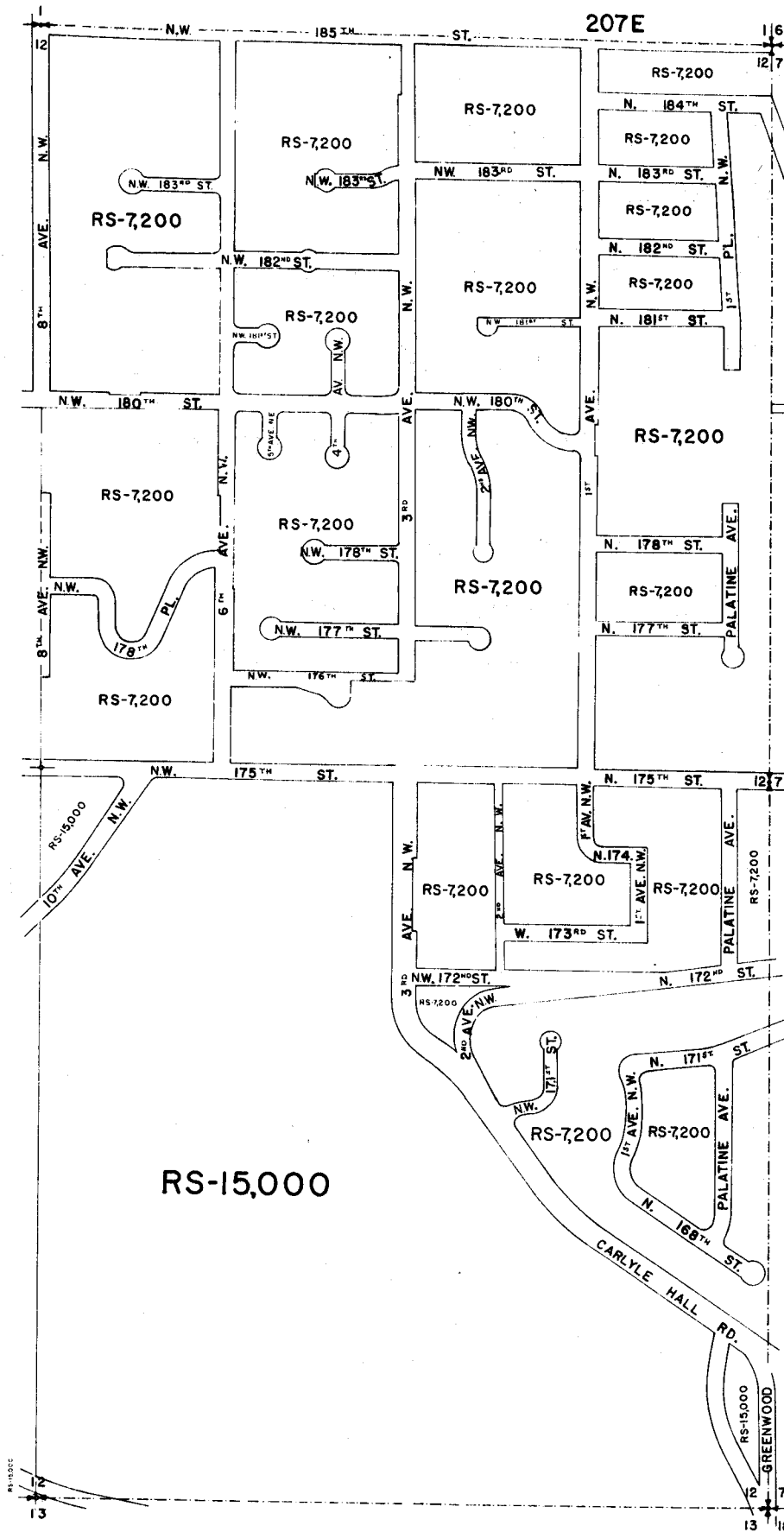


**Zoning as of August, 1980**

**E 12-26-3**

**RS-15000, RS-7200**

**No changes are proposed.**



**Zoning as of August, 1980**

## W 7-26-4

➔ RS-7200 to RS-7200 (Potential RM-2400)

➔ RS 7200 and RM-900 to BR-C

The purpose of these changes is to provide a better transition between the intensive commercial development along Aurora and the single family neighborhood to the west.

RS-7200 (Potential RD-3600), RS-7200 (Potential RM-2400), RS-7200 (Potential M-L)

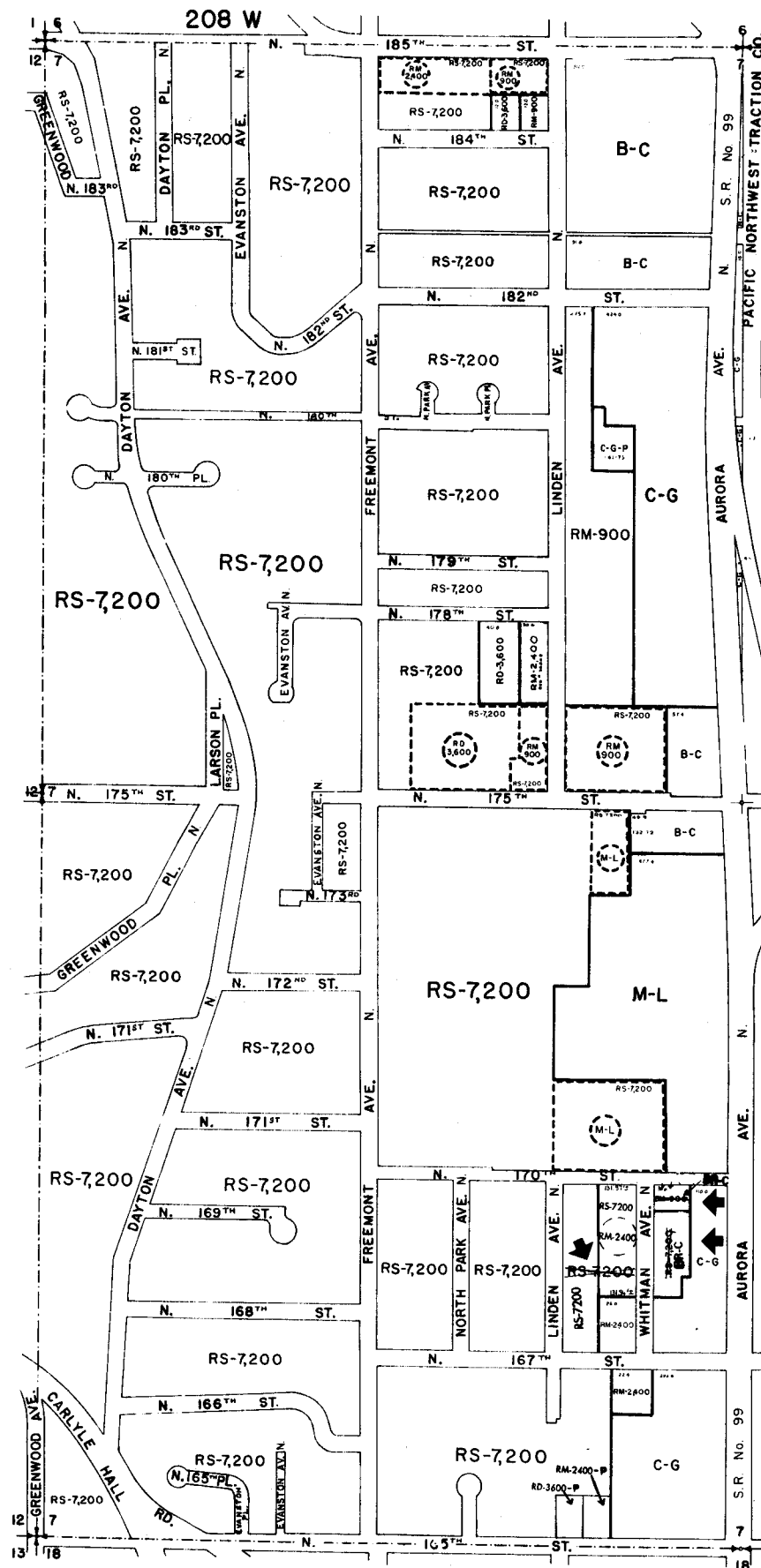
The plan concurs with the potential zoning designations.

### RS-7200

No other changes to the RS 7200 zones.

RD-3600, RM-2400, RM-900, B-C, C-G, M-L

No changes are proposed.



Zoning as of August, 1980

## **E 7-26-4**

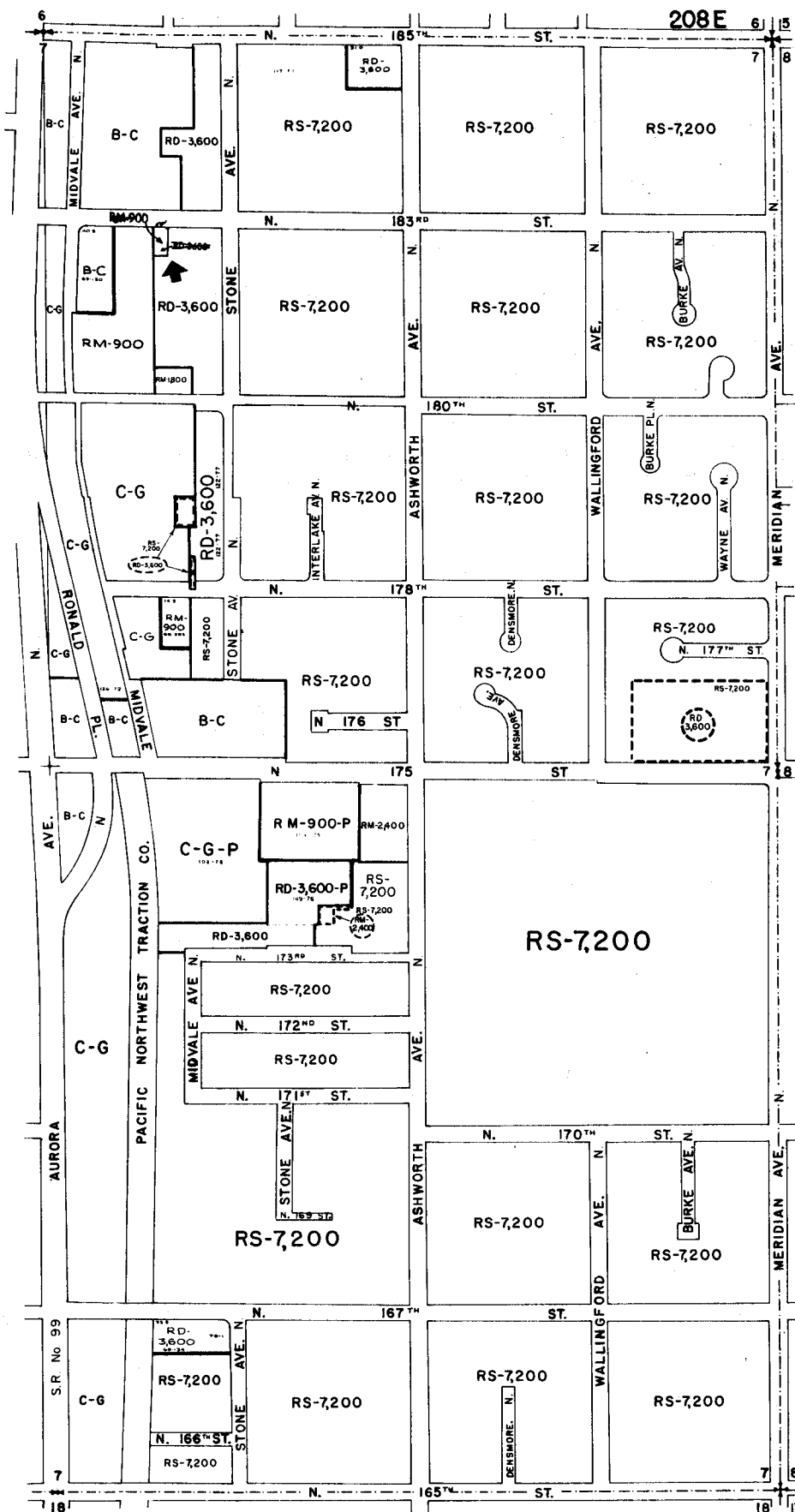
RS-7200, RM-2400, RM-1800, RM-900, B-C, C-G

No changes are proposed.

RS-7200 (Potential RD-3600), RS-7200 (Potential RM-2400)

The plan concurs with the potential zoning designations.

➔ RD-3600 to RM-900



Zoning as of August, 1980

## W 8-26-4

RS-7200, RD-3600, RM-2400

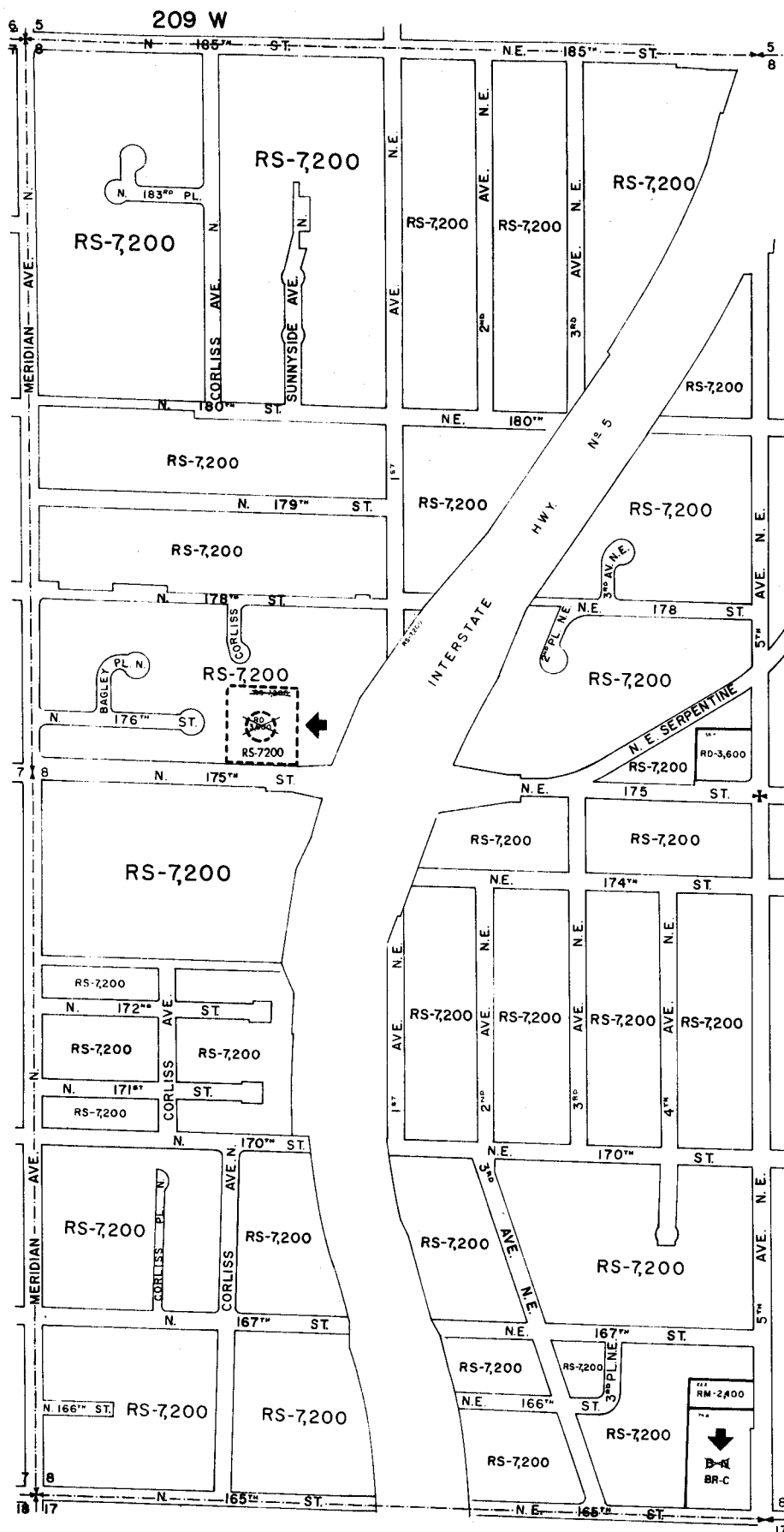
No changes are proposed.

### ➔ RS-7200 (Potential RD-3600) to RS-7200

Single-family homes were built on the entire property in 1978. There is no need for the potential duplex classification and it is removed to prevent confusion.

### ➔ B-N to BR-C

The BR-C zone will permit mixing retail/commercial uses with residential development in the same building or on the same site.



**Zoning as of August, 1980**

## E 8-26-4

RM-900, B-C, C-G

No changes are proposed.

RS-7200 (Potential B-C)

The plan concurs with the potential zoning designation.

### ➔ RS-7200 Potential (RM-2400) to RS-7200 (Potential RT-3600)

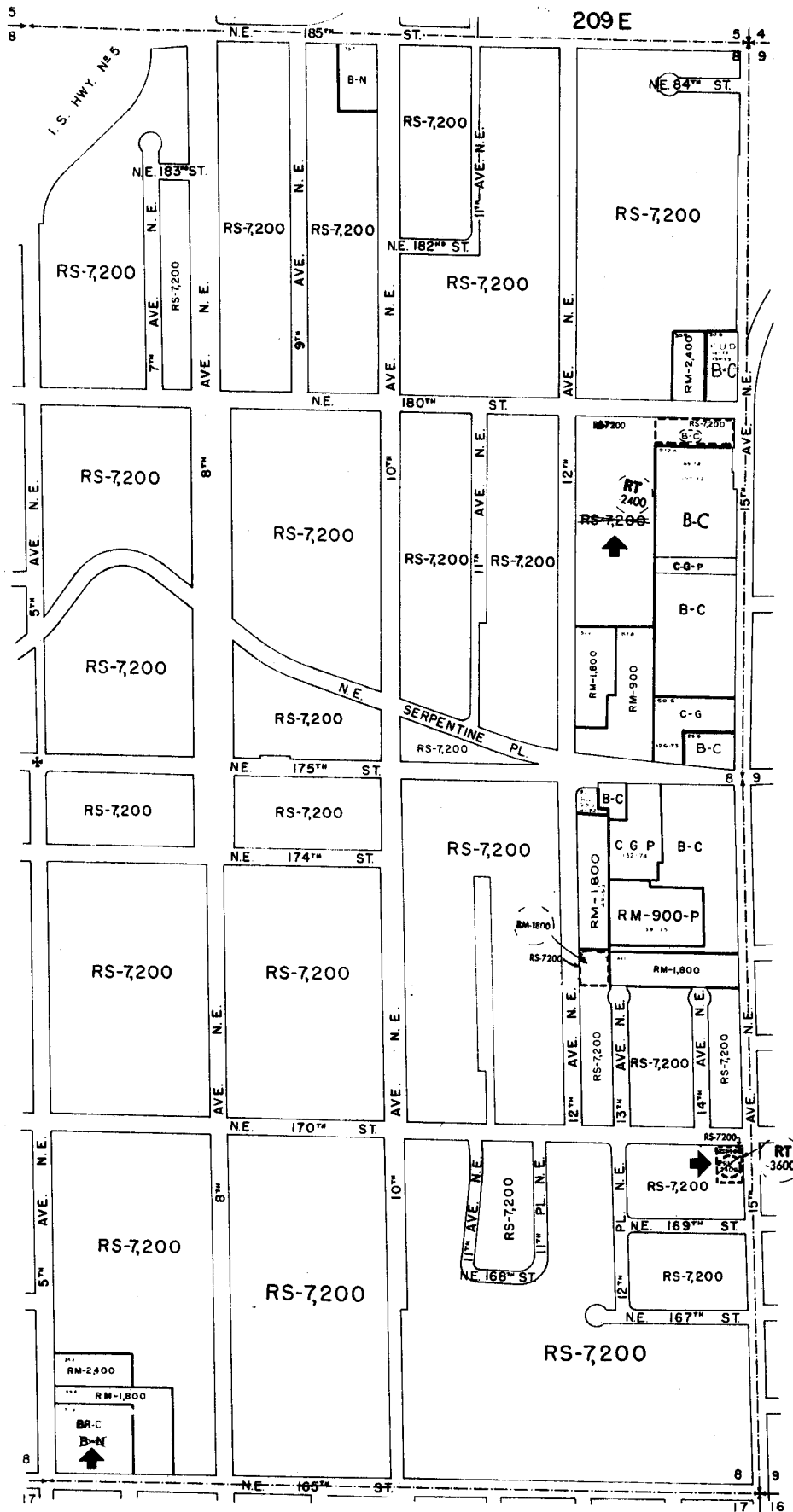
The potential medium density multiple-dwelling classification is replaced by a low density townhouse classification for the property west of 15th Ave. NE and south of NE 170th St. The area west of 15th is zoned single-family and is in stable condition. The property in question lies below 15th Ave. NE and is well buffered from the traffic and commercial zoning on the east side of 15th Ave. NE. Storm water runoff is a problem on the site. Special attention should be paid to it when developing the property.

### ➔ B-N to BR-C

The BR-C zone will permit mixing retail/commercial uses with residential development in the same building or on the same site.

### ➔ RS-7200 to RS-7200 (Potential RT-2400)

Townhouse development may provide a transition between the commercial development on the east and the single family areas to the west.



Zoning as of August, 1980

## **W 9-26-4**

### **RS-7200**

No changes are proposed.

### **RD-3600, RM-2400, RM-1800, RM-900, B-C, C-G**

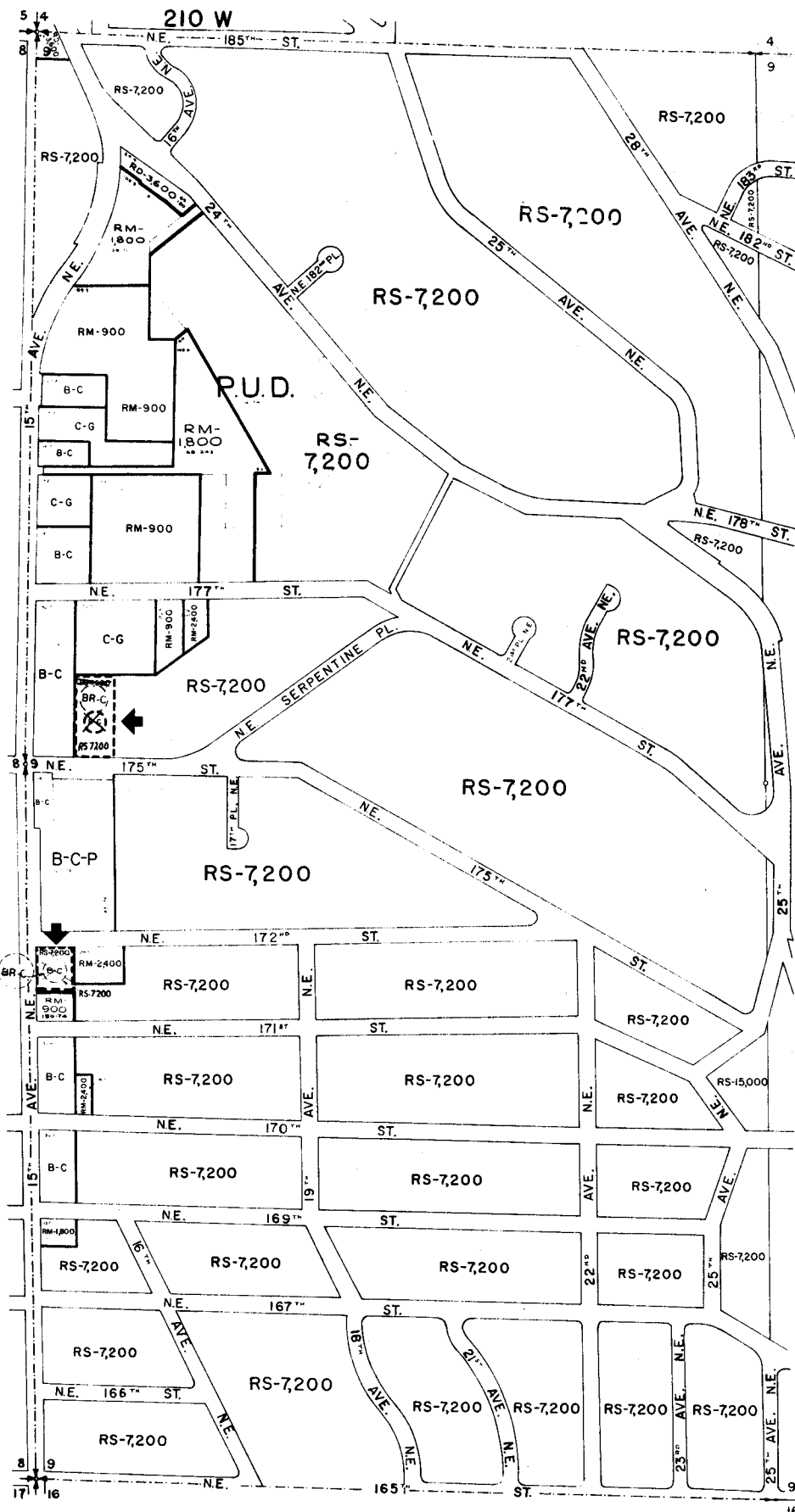
No changes are proposed.

#### **➔ RS-7200 (Potential B-C) to RS-7200 (Potential BR-C)**

The BR-C zone will permit mixing retail/commercial uses with residential development in the same building or on the same site.

#### **➔ RS 7200 (Potential B-C) to BR-C**

The BR-C zone, permitting mixed business-residential use is meant to provide a better transition than the B-C zone.



Zoning as of August, 1980

E 9-26-4

RS-15000, RS-7200

No changes are proposed.

109

**→** RS-7200 to B-C-P

The property has been used as a non-conforming business for many years. The property is separated from the adjacent residential neighborhood by the Burke-Gillman Trail and fronts on Bothell Way, a major state highway. Single-family housing is impractical on this site and the property is too small to provide adequate space for multi-family housing. Small scale commercial or office uses that generate low auto traffic and can be buffered with fencing and landscaping from the nearby residential homes.

The addition of the P-Suffix establishes the following site development conditions:

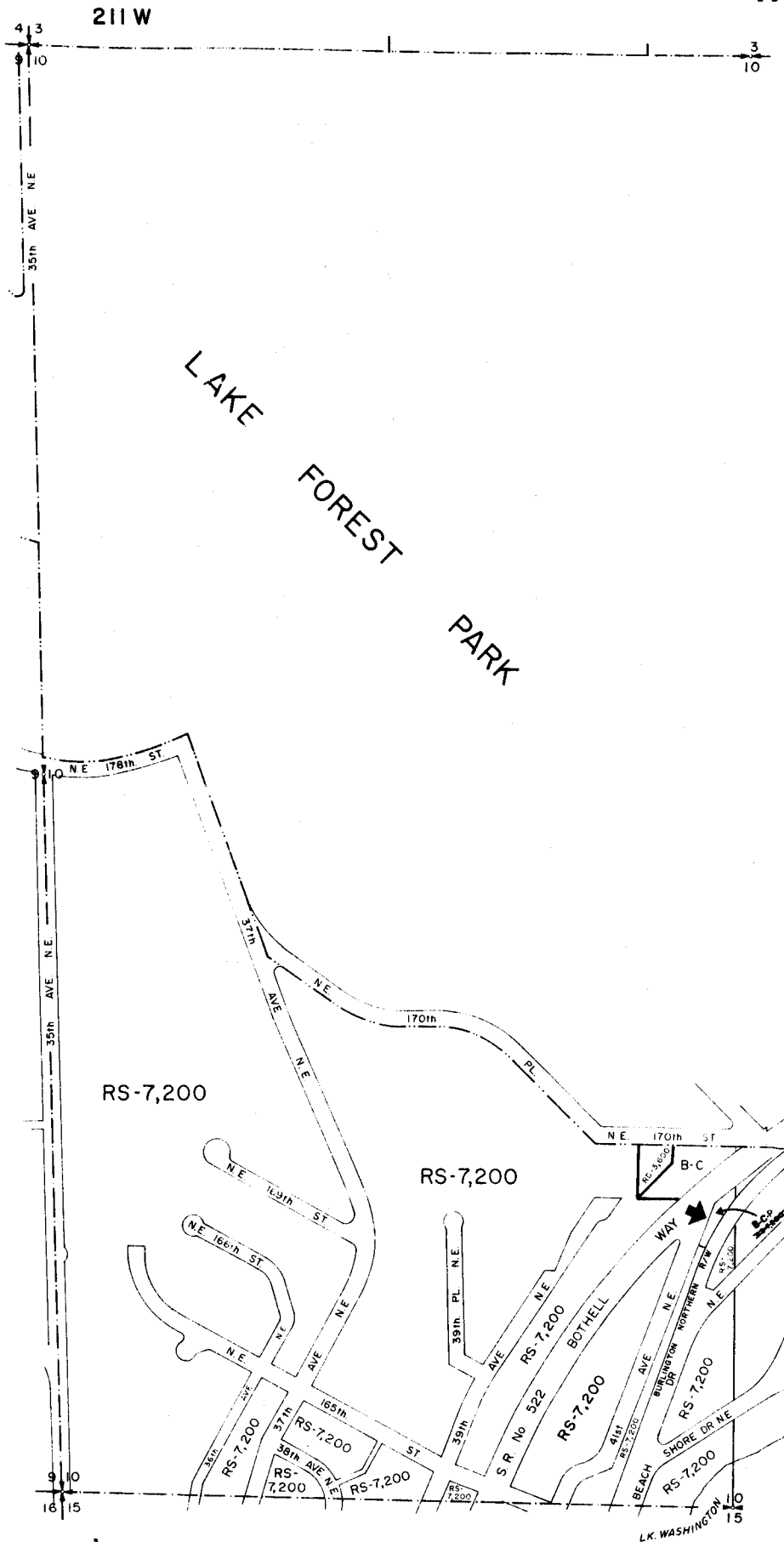
1. Limit development to Professional Office only; building to be one story of not more than 2400 square feet.
2. Restrict the visibility of outdoor advertising signs from neighboring residential areas to the south and east.
3. Provide controlled access points onto Bothell Way consistent with the recommendations of the Washington State Department of Transportation.

RS-7200

No other changes to the RS-7200 zones are proposed.

RD-3600, B-C

No changes are proposed.



Zoning as of August, 1980

## E 10-26-4

### → RS-7200 to B-C-P

The property has been used as a non-conforming business for many years. The property is separated from the adjacent residential neighborhood by the Burke-Gillman Trail and fronts on Bothell Way, a major state highway. Single-family housing is impractical on this site and the property is too small to provide adequate space for multi-family housing. Small scale commercial or office uses that generate low auto traffic and can be buffered with fencing and landscaping from the nearby residential homes.

The addition of the P-Suffix establishes the following site development conditions:

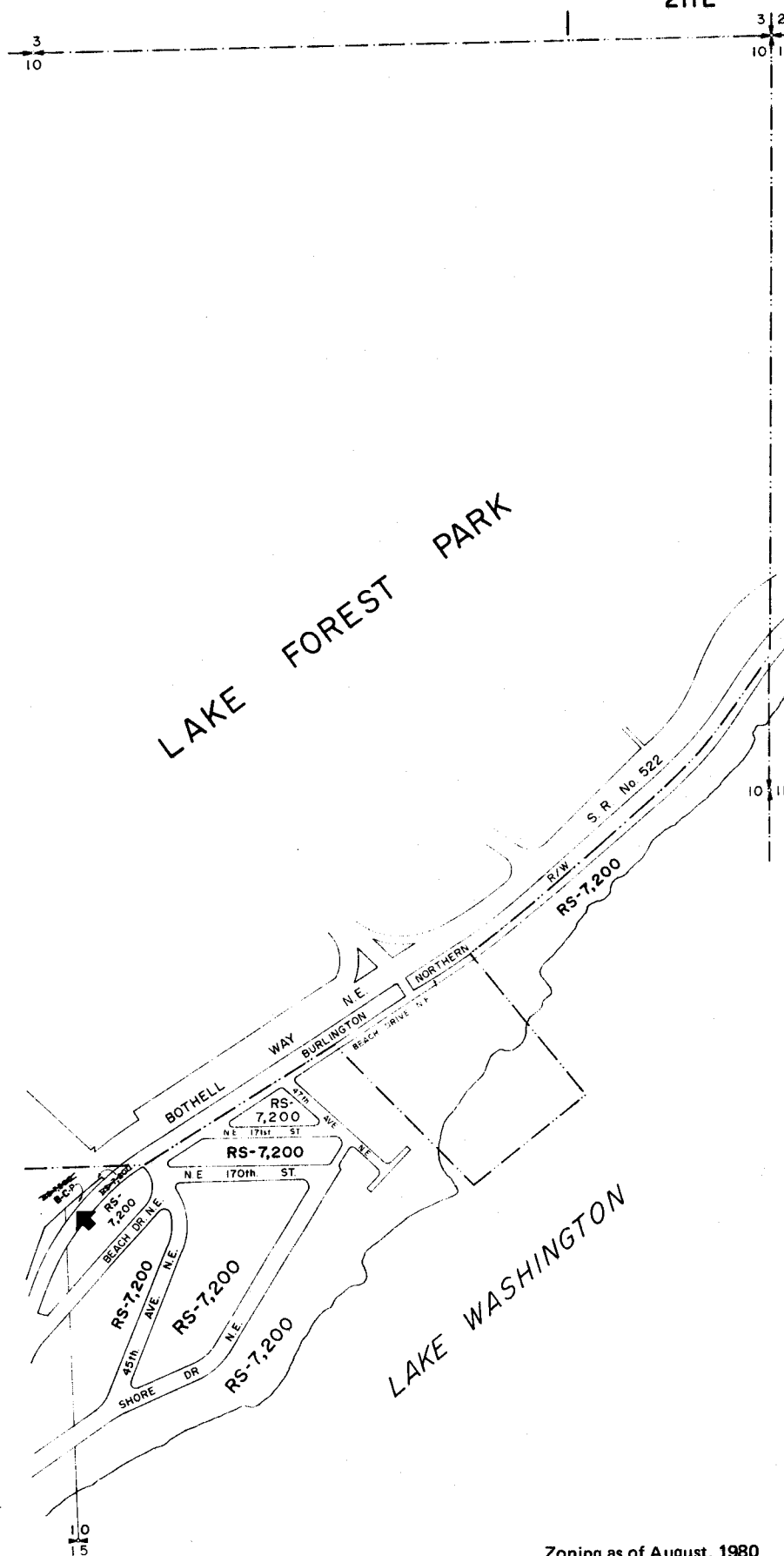
1. Limit development to Professional Office only; building to be one story of not more than 2400 square feet.
2. Restrict the visibility of outdoor advertising signs from neighboring residential areas to the south and east.
3. Provide controlled access points onto Bothell Way consistent with the recommendations of the Washington State Department of Transportation.

### RS-7200

No other changes to the RS-7200 zones are proposed.

### RD-3600, B-C

No changes are proposed in this section.

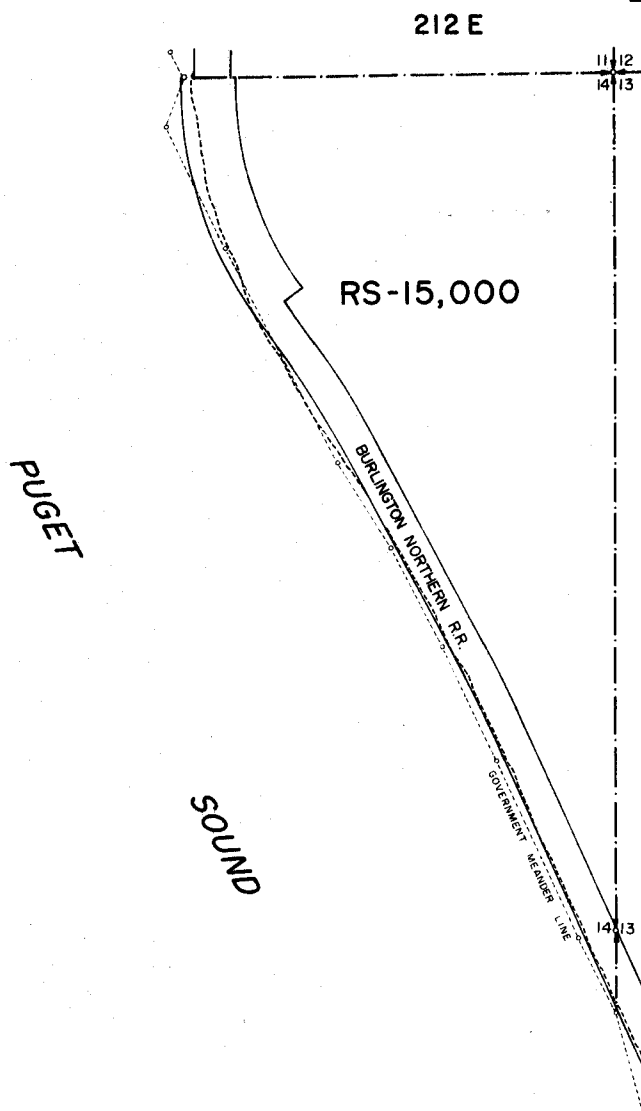


**Zoning as of August, 1980**

E 14-26-3

RS-15000

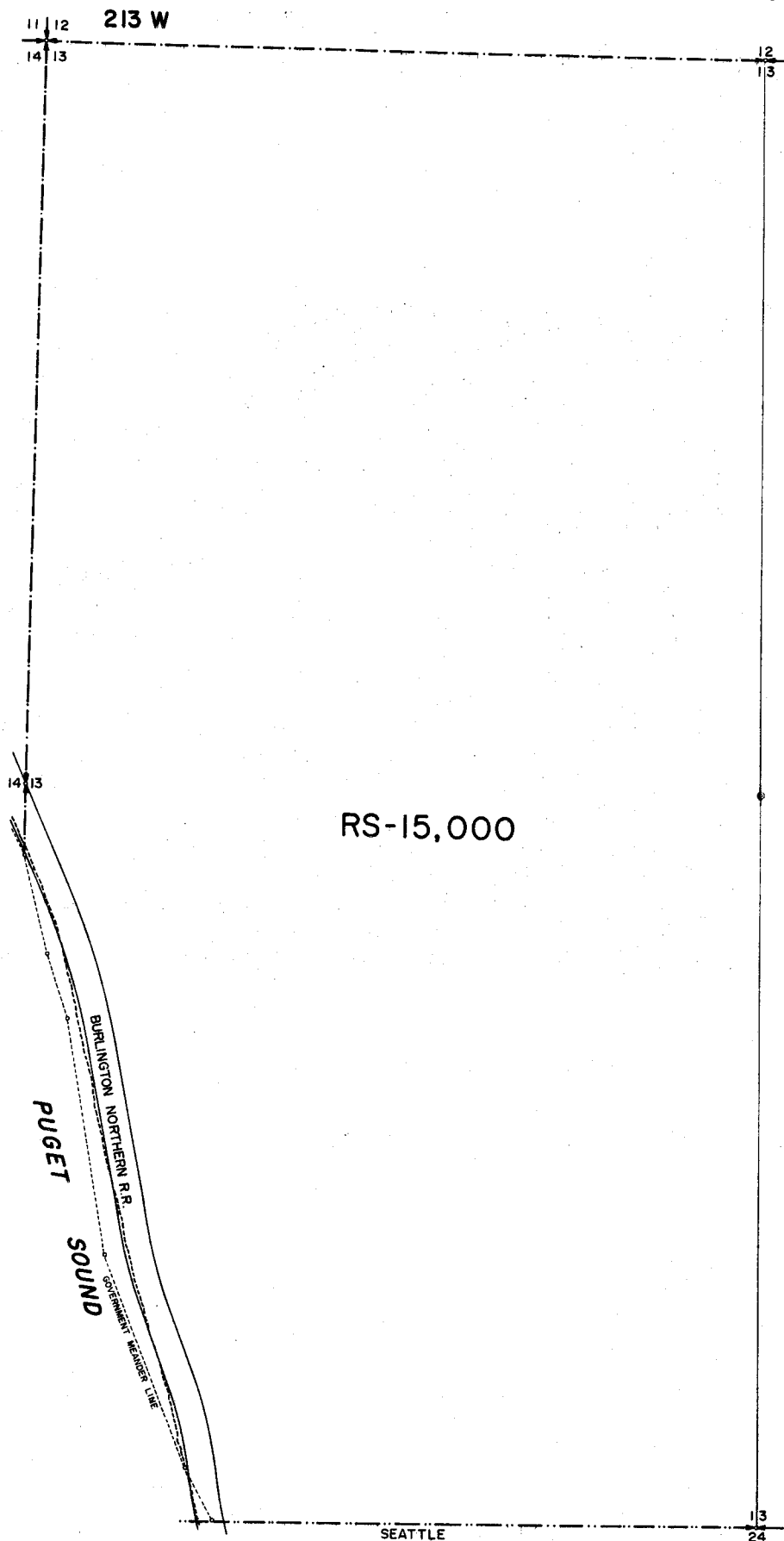
No changes are proposed.



W 13-26-3

RS-15000

No changes are proposed.

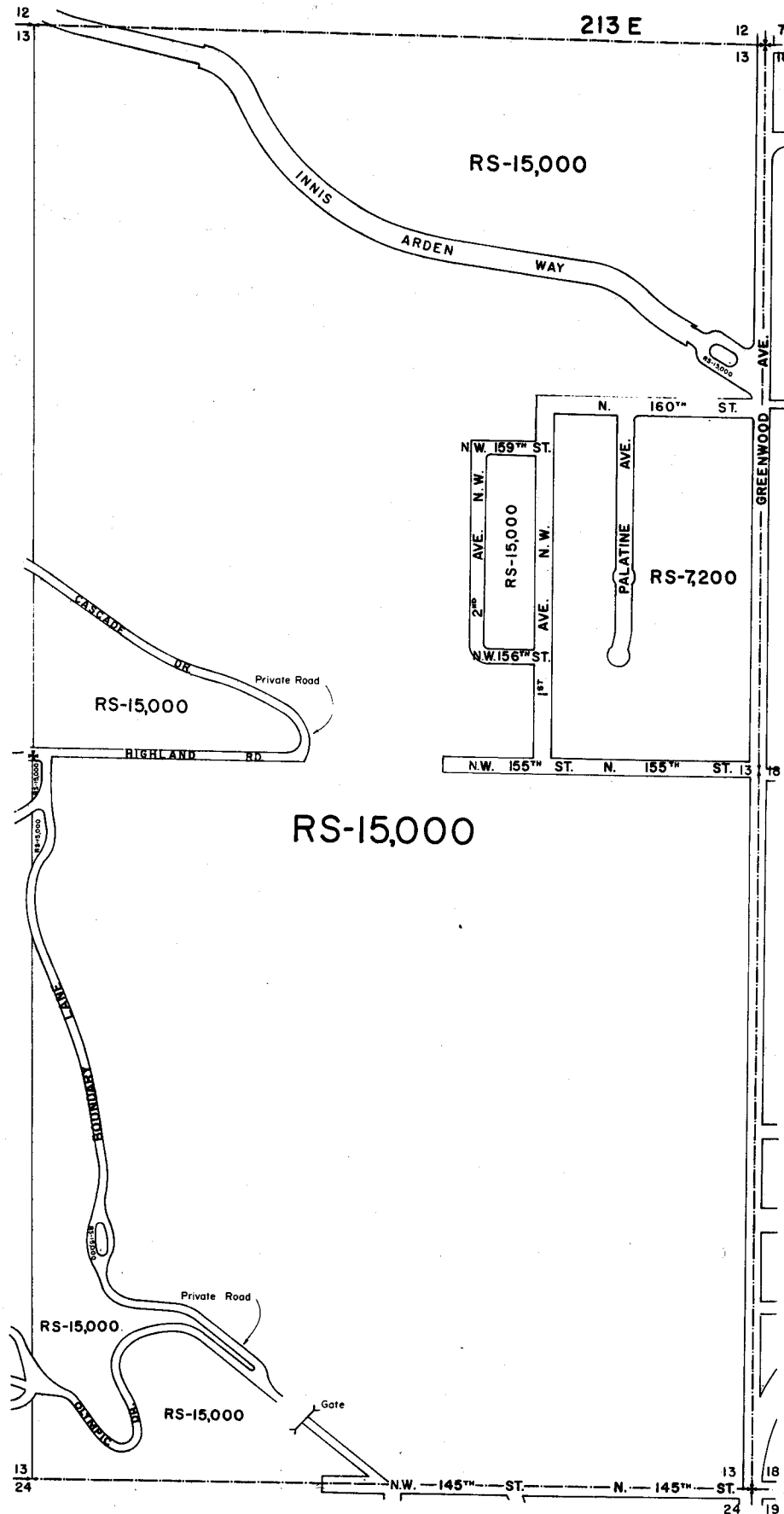


Zoning as of August, 1980

**E 13-26-3**

RS-15000, RS-7200

No changes are proposed.



Zoning as of August, 1980

## W 18-26-4

### RS-15000

No changes are proposed.

### RS-7200 (Potential RM-2400), RS-7200 (Potential RM-900) RS-7200 (Potential B-C)

The plan concurs with the potential zoning designations.

### RD-3600, RM-2400, RM-900, B-C, C-G

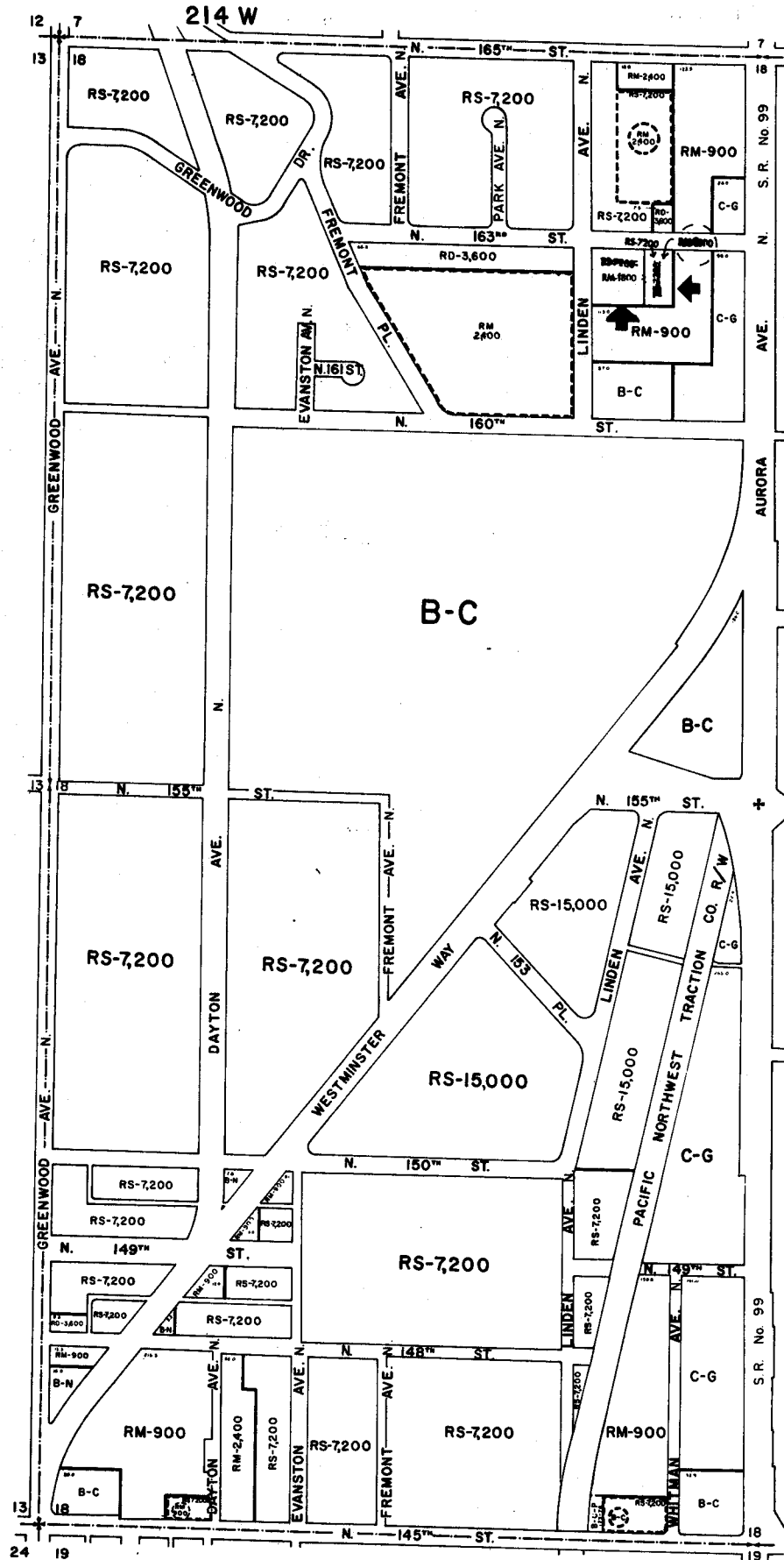
No changes are proposed.

### ➔ RS-7200 to RM-1800

### ➔ RS-7200 to RS-7200 (Potential RM-1800)

### RS-7200

No other changes to the RS-7200 are proposed.



Zoning as of August, 1980

## E 18-26-4

RS-7200, RD-3600, RM-2400, RM-1800, RM-900, B-C

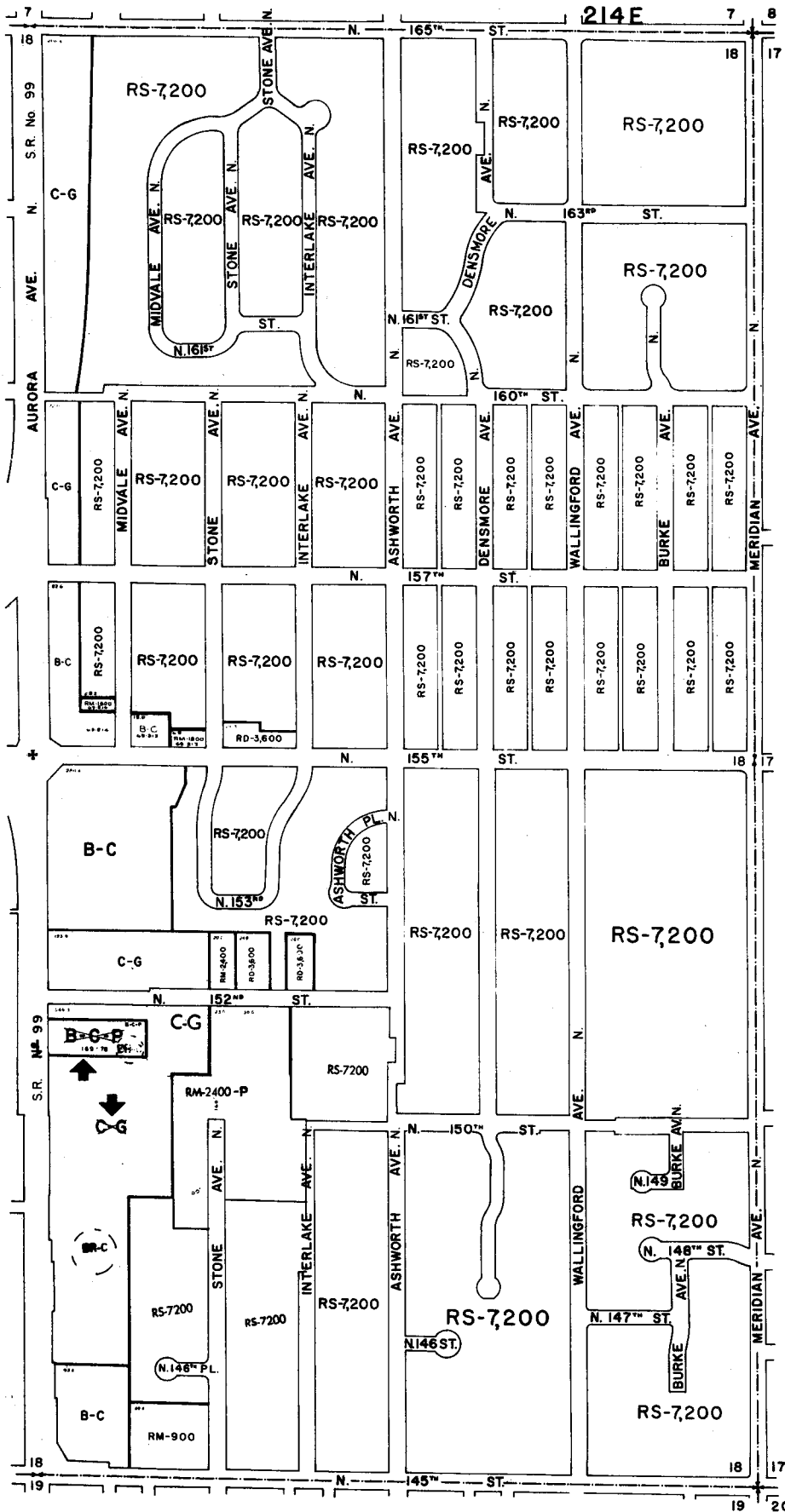
No changes are proposed.

➔ C-G to C-G (Potential BR-C, Mixed Use) and B-C-P to B-C-P  
(Potential BR-C Mixed Use)

The scale of the development should reflect the character of a community business area. All auto access to future development on this property should be limited to Aurora and restricted from the residential Streets (Stone Ave. N., N. 152nd Street, etc.).

### C-G

No other changes to the C-G zones are proposed.



Zoning as of August, 1980

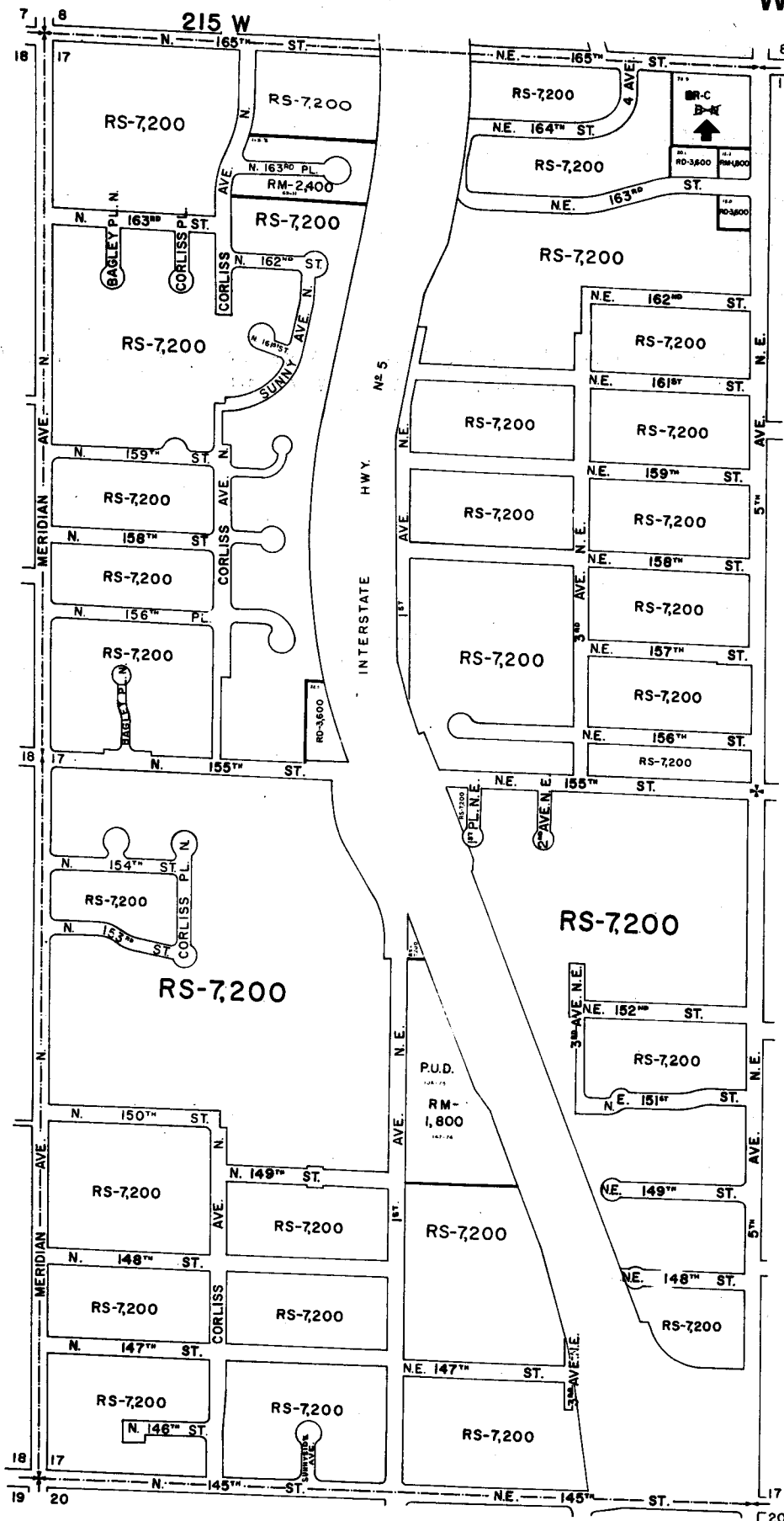
## W 17-26-4

RS-7200, RD-3600, RM-2400, RM-1800

No changes are proposed.

➔ B-N to BR-C

The BR-C zone will permit mixing retail/commercial uses with residential development in the same building or on the same site.



Zoning as of August, 1980

## E 17-26-4

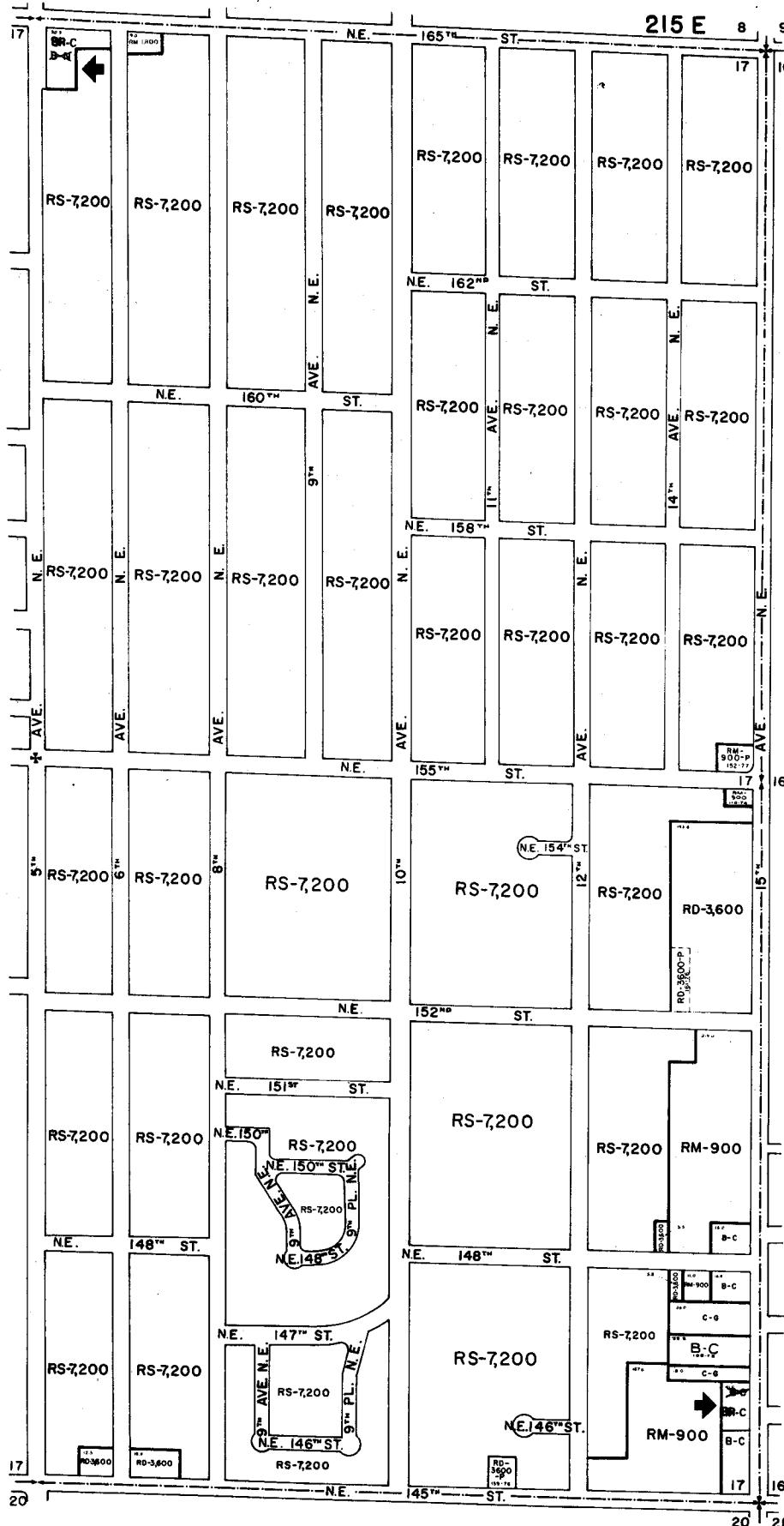
RS-7200, RD-3600, RM-1800, RM-900, C-G

No changes are proposed.

➔ B-N to BR-C

➔ B-C to BR-C

The BR-C zone will permit mixing retail/commercial uses with residential development in the same building or on the same site.



Zoning as of August, 1980

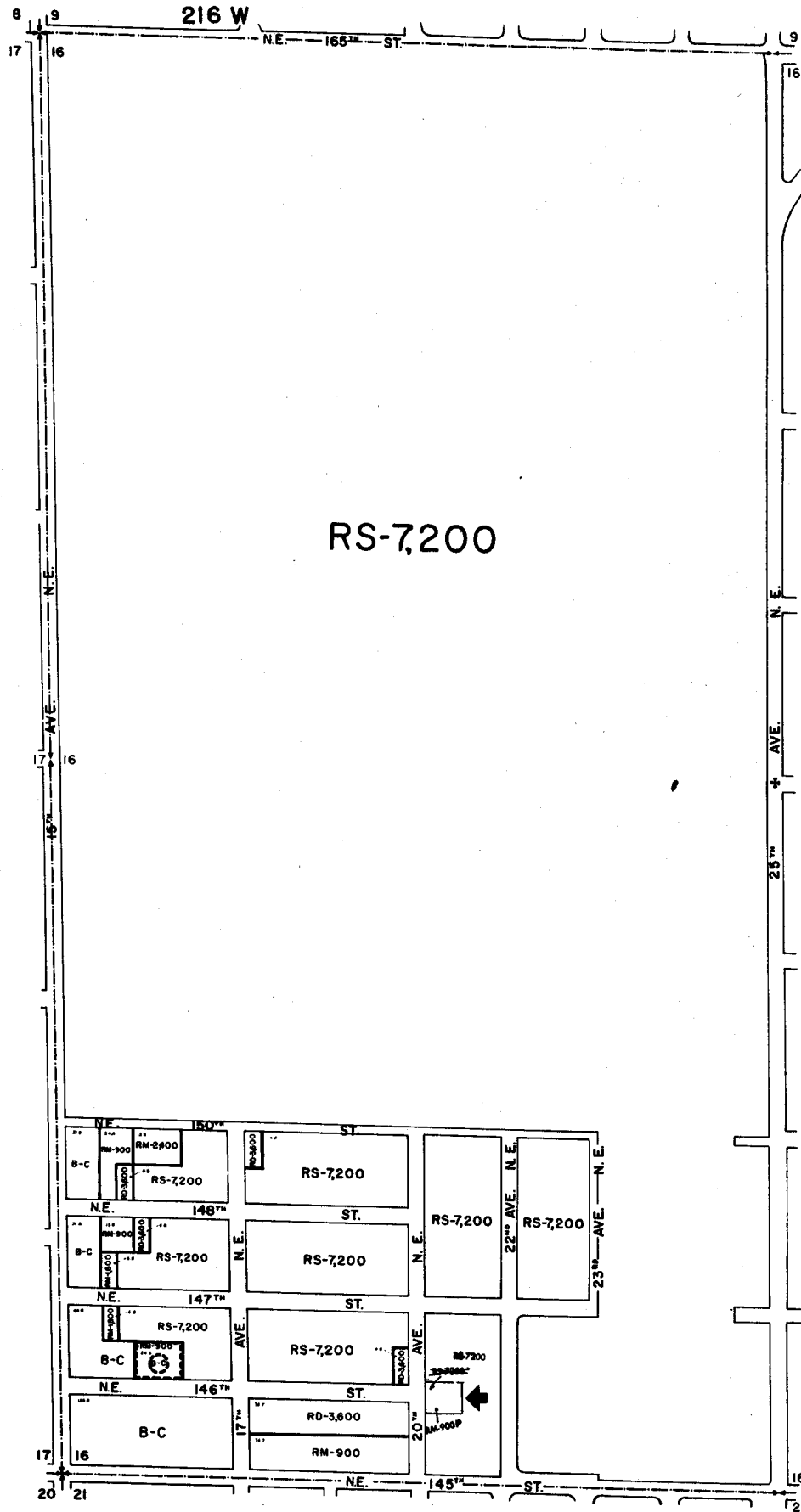
## W 16-26-4

RD-3600, RM-2400, RM-1800, RM-900, B-C

No changes are proposed.

➔ RS-7200 to RM-900-P

P-suffix conditions to be established by the Zoning and Subdivision Examiner. The site is to be used for development of elderly housing.



Zoning as of August, 1980

**E 16-26-4**

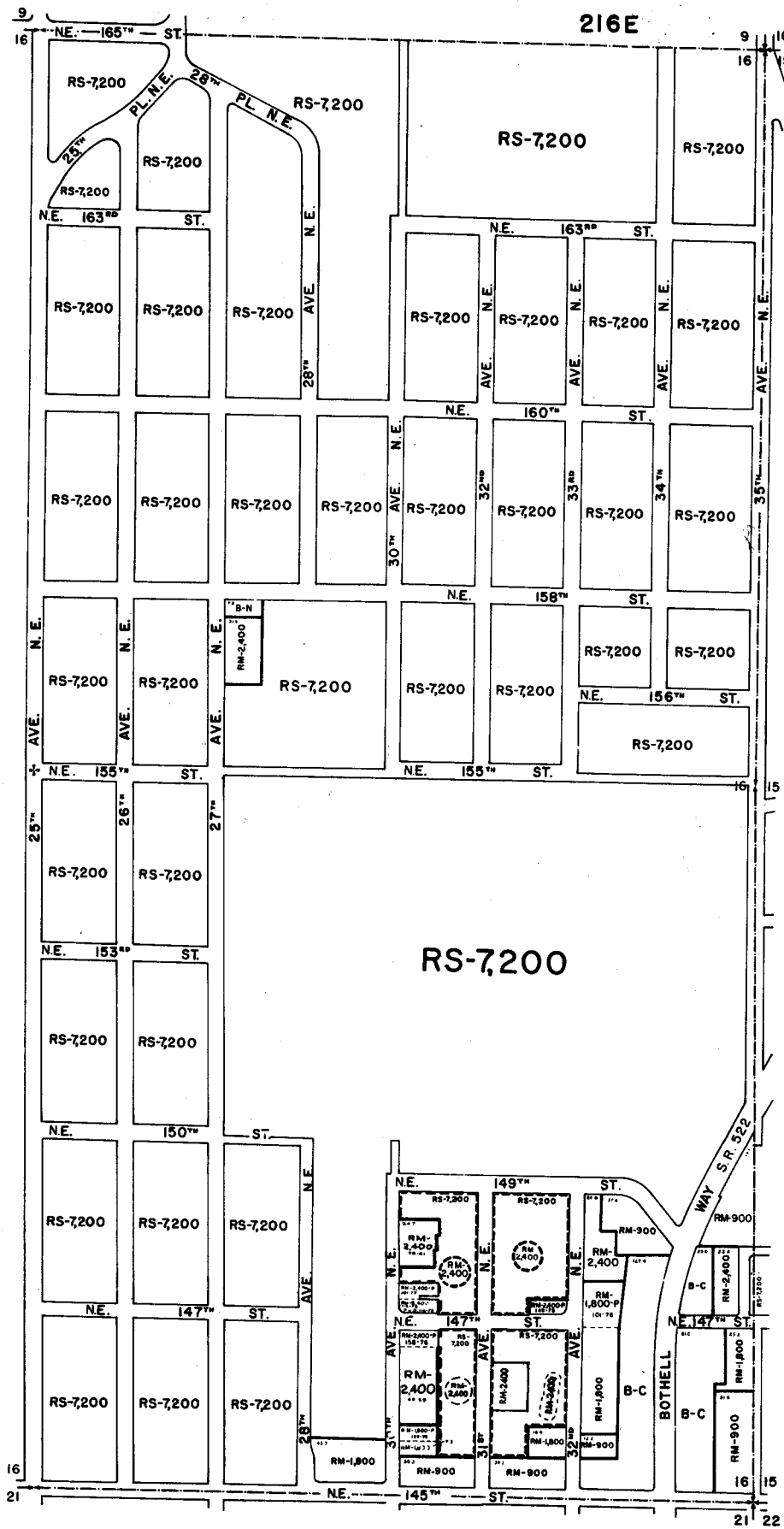
E 16-26-4

RS-7200, RM-2400, RM-1800, RM-900, B-N, B-C

No changes are proposed.

RS-7200 (Potential RM-2400)

The plan concurs with the potential zoning designation.



**Zoning as of August, 1980**

## W 15-26-4

### ➔ RS-7200 (Potential RM-900) to RS-7200 and RS-7200 (Potential RM-1800)

Bothell Way, as a state highway, is an extremely busy and congested arterial. This has made auto access to and from SR 522, especially in the vicinity of NE 155th St., difficult and hazardous. NE 155th St. does not meet existing construction standards to handle the additional traffic that would be generated if this property were developed at the densities permitted by RM-900 zoning. The road is steep and has a narrow, below standard, right-of-way. RM-900 zoning also encroaches on an existing, well established single-family neighborhood. If higher density development occurred it would adversely affect the character of that neighborhood.

The potential for multi-family development is removed entirely from the area to the south of NE 155th St. and east of Bothell Way.

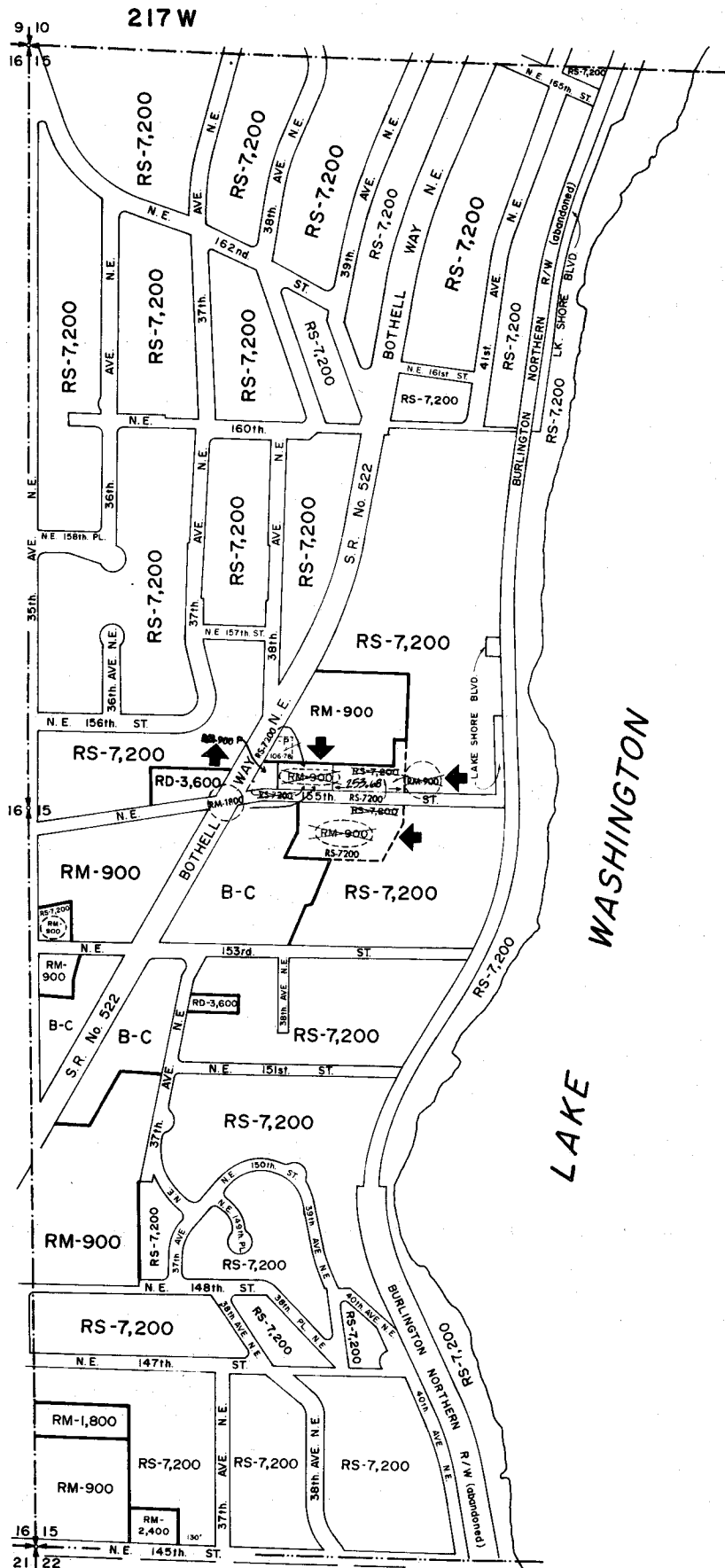
Along the north side of NE 155th St. and east of Bothell Way, the potential RM-900 is changed to potential RM-1800 for the three lots east of the 90 feet, RM-900 P parcel. Parcels continuing easterly remain RS-7200 with no potential designation.

### ➔ RS-7200 (Potential RM-900) to RM-900-P

The P-suffix condition is for allowing office use only.

RS-7200, RD-3600, RM-2400, RM-1800, RM-900, B-C

No changes are proposed in this section.



Zoning as of August, 1980

# ZONING CODE SYNOPSIS

## Chapter 21.08 RS Residential Single Family Classification

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to a complete urban residential environment. These other uses, churches, schools, libraries, etc., are considered compatible with single family residential uses.

### RS 5000 - Dimensional Standards

*min. lot area: 5,000 sq. ft. \**  
*min. lot width: 40 feet*  
*lot coverage: 35 percent*  
*front yard: 20 feet. key & transitional lots may be reduced to 15'*  
*side yard: 5 feet*  
*rear yard: 5 feet for dwelling units*  
*height: 30 feet; non-residential buildings may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

### RS 7200 - Dimensional Standards

*min. lot area: 7,200 sq. ft. \**  
*min. lot width: 60 feet*  
*front, side & rear yards; height & lot coverage same as RS 5000*

### RS 9600 - Dimensional Standards

*min. lot area: 9,600 sq. ft. \**  
*min. lot width: 70 feet*  
*front, side & rear yards; height & lot coverage same as RS 5000*

### RS 15,000 - Dimensional Standards

*min. lot area: 15,000 sq. ft. \**  
*min. lot width: 80 feet*  
*front, side & rear yards; height & lot coverage same as RS 5000*

**\*NOTE:** In new subdivisions within the RS zone, clustering of lots and townhouses are permitted, provided the average allowable density is not exceeded.

## Chapter 21.18 SE Suburban Estate Classification

Provides an area permitting uses and activities more rural, e.g., horses, private stables, chickens and agricultural crops, than is practical in the more concentrated urban areas.

### SE - Dimensional Standards

*min. lot area: 35,000 sq. ft.*  
*min. lot width: 135 feet*  
*lot coverage: 35 percent*  
*residential building setbacks:*  
*front yard: 30 feet*  
*side yard: 10 feet*  
*rear yard: 10 feet*  
*height: 35 feet except for agricultural buildings*

## Chapter 21.19 SC Suburban Cluster

Permits uses and activities more rural in character than practical in the more concentrated urban areas. Provides flexibility in individual lot size while maintaining a long-term low density character.

### SC - Dimensional Standards

*Minimum lot area/minimum lot area per dwelling unit: 10 acres except may be reduced through subdividing or short subdividing.*

*Lot dimensions/coverage/height/limits/yards/open space:*

*parcels over five acres: same as "A" except in multiple lot subdivision and short subdivision*

*parcels of five acres or less: same as SE except in multiple lot subdivisions and short subdivisions.*

*Lots in multiple lot subdivisions and short subdivisions: same as nearest comparable RS classification lot area and provided on-site sewage disposal requirements can be met. If public sewers are available, the minimum lot size shall be 9600 square feet.*

*Densities in multiple lot subdivision:*

- 1. Parcels less than five acres: one dwelling unit per acre provided that lot clustering is used to avoid inclusion of sensitive areas in building sites.*
- 2. Parcels with five or more acres: one dwelling unit per acre with lot clustering and the provision of and open space or "reserve" tract greater than or equal to 50% of the site.*

## Chapter 21.20 SR Suburban Residential Classification

Provides for the orderly transition of areas from a suburban to an urban character. Within this classification small scale and intensive agricultural pursuits may be mixed with developing urban subdivisions.

### SR Dimensional Standards

*lot area: in areas for which there is an adopted community plan, the minimum required lot area may be reduced from 5 acres when consistent with a community plan density policy and with dimensional standards, whichever requires the larger lot size. 7,200 or 9,600 sq. ft. with sewers, water, paved streets, curbs, drainage.  
15,000 sq. ft. with approved sewage disposal system, paved streets and walkways.  
min. lot width: 330 ft. unless platted  
front yard depth: 30 ft. unless platted  
side yard depth: 10 ft. unless platted  
rear yard depth: 10 ft. unless platted  
lot coverage: 36%  
height: 30 ft. except for accessory buildings*

## Chapter 21.22 A Agricultural Classification

Preserves agricultural lands and discourages the encroachment of urban type development in areas which are particularly suited for agricultural pursuits.

### A - Dimensional Standards

*min. lot area: 10 acres  
min. lot width: 330 feet  
lot coverage: 60 percent  
height: 35 feet except for agricultural buildings  
Residential buildings setbacks:  
front yard: 30 feet  
side yard: 10 feet  
rear yard: 10 feet*

## Chapter 21.24 G General Classification

Regulates the use of land in areas generally undeveloped and not yet subjected to urban development pressures to prevent the improper location and intrusion of business and industrial uses.

### G - Dimensional Standards

*min. lot area: SE uses 35,000 sq. ft., SR uses 5 acres, A uses 10 acres  
min. lot area/dwelling unit: 35,000 sq. ft. for single family  
min. lot width: 135 feet*

*Residential building setbacks:  
front yard: 30 feet  
side yard: 10 feet  
rear yard: 20 feet for dwelling units  
height: 30 feet except for agriculture buildings*

## Chapter 21.21 GR Growth Reserve

Provides for limited residential growth adjoining existing supporting public facilities but reserves large tracts of open land for possible future urban or suburban growth.

### GR - Dimensional Standards

*min. lot area; min. lot area/dwelling unit: 20 acres except that the area may be reduced through subdivision or short subdivision and lot clustering; and except that lots containing 2-10 acres prior to the application of the GR-5 zone (or 2-5 acres prior to the application of the GR-2.5 zone) may be short subdivided to create one additional lot.*

*max. densities in subdivision and short subdivisions:*

*GR-5: one dwelling unit per five acres with lot clustering and provision of a reserve tract greater than or equal to 75% of the total site.  
GR-2.5: one dwelling unit per 2.5 acres with lot clustering and provision of a reserve tract greater than or equal to 65% of the total site.*

*In any GR zone, min. lot size of the building sites must be sufficient to meet on-site sewage disposal requirements.*

*Lot dimensions/lot coverage/height limitations and building setbacks: conform to the requirements of the nearest comparable RS or S zone.*

## Chapter 21.16 RM 900 Maximum Density Multiple-Dwelling Restricted Service Classification

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services and certain professional offices.

### RM 900 - Dimensional Standards

*min. lot area: 7200 sq. ft.  
min. lot width: 60 feet  
lot coverage: 60 percent for residential uses  
front, side & rear yards: same as RM 2400  
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot  
lot area/dwelling unit: 900 square feet  
height: 35 feet. Height may be increased 1' for each additional foot of side yard.*

## Chapter 21.25 G-5 General; Five Acres

Provides for an area-wide rural character and prevents premature urban development in areas without adequate urban services.

### G-5 - Dimensional Standards

*min. lot area: five acres except that parcels containing 2-10 acres prior to application of the G-5 zone may be short subdivided to create one additional lot, provided that on-site sewage disposal requirements can be met on both lots.*

*min. lot dimensions: depth-to-width ratio no greater than 4-to-1.*

*height: 35 feet except for agricultural buildings*

*residential building setbacks:*

*front yard: 30 feet*

*side yard: 10 feet*

## Chapter RT Residential Townhouse

Provides for townhouses (single family dwelling attached by common side walls) either on individually platted lots or on a commonly held site, in a residential environment.

### RT - Dimensional Standards

*min. lot area per dwelling\*\*: varies from 1600 to 3600 sq. ft.*

*lot coverage: 50% for townhouses, 35% for detached dwellings*

*side yard: 5 feet for townhouses at end of row*

*front and rear yards: front 25 ft. rear 20 ft.; front and rear yards may vary by 10 ft., provided each lot has a total of 45 ft. of front and rear yards.*

*lot coverage: 50% structures, 15% impervious surfaces*

*height: same as RS, except that when rows of townhouses are arranged east-to-west, the southerly row's height and rear setbacks must allow a 20 degree sun exposure plane to reach the base of the northern row of townhouses.*

**\*\*NOTE:** lot clustering is allowed in the RT zone provided the average allowable density is not exceeded.

## Chapter 21.10 RD 3600 - Two-Family Dwelling Classification

Permits limited increase in density while maintaining a family living environment.

### RD 3600 - Dimensional Standards

*min. lot area: 7200 sq. ft.*

*min. lot width: 60 feet*

*lot coverage: 35 percent*

*side yard: 5 feet*

*front yard: 20 feet; key & transitional lots 15 feet*

*rear yard: 5 feet for dwelling units*

*height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

## Chapter 21.12 RM 2400 Medium Density Multiple-Dwelling Classification

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

### RM 2400 - Dimensional Standards

*min. lot area: 7200 sq. ft.*

*min. lot width: 60 feet*

*lot coverage: 50 percent*

*side yard: 5 feet*

*front yard: 20 feet; key & transitional lots 15 feet*

*rear yard: 5 feet for dwelling units*

*lot area/dwelling unit: 2400 sq. ft.*

*height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

## Chapter 21.14 RM 1800 High Density Multiple-Dwelling Classification

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

### RM 1800 - Dimensional Standards

*min. lot area: 7200 sq. ft.*

*min. lot width: 60 feet*

*lot coverage: 50 percent*

*front, side & rear yards: same as RM 2400*

*lot area/dwelling unit: 1800 sq. ft.*

*height: 35 feet. Height may be increased 1' for each additional foot of side yard*

## Chapter 21.26 BN Neighborhood Business Classification

Provides for shopping and limited personal service facilities to serve the everyday needs of the neighborhood. Dwelling units are excluded from this classification.

### BN - Dimensional Standards

*lot coverage: 100 percent  
height: 35 feet maximum  
permitted floor area: not more than total lot area*

## Chapter 21.26 BR-N Mixed Business - Residential Use, Neighborhood Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of neighborhood business areas.

### BRN - Dimensional Standards

*min lot area: 2400 sq. ft.  
permitted floor area: one and one-half times the square foot area of the buildable portion of the site; except projects that enclose all required parking may built two times the buildable square foot area of the site.  
lot width: 60 feet  
height: no maximum, but when a building exceeds 35 feet in height the portion of the building above 35 feet shall be setback one foot from each property line for each foot of height.*

## Chapter 21.28 BC Community Business Classification

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is a further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis. Dwelling units are excluded from this classification.

### BC - Dimensional Standards

*lot coverage: 100 percent  
permitted floor area: not more than 3 times lot area  
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## Chapter 21.28 BR-C Mixed Business Residential Use, Community Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of community business areas.

### BRC - Dimensional Standards

*minimum lot area: 900 sq. ft., except that mixed use developments which meet certain conditions may reduce lot area to 450 sq. ft.  
permitted floor area: two times the square foot area of the buildable portion of the lot; except projects that enclose all required parking may build six times the square foot area of the buildable portion of the lot.  
lot width: 60 feet*

## Chapter 21.30 CG General Commercial Classification

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on-premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas. With the exception of trailer parks, dwelling units are not permitted.

### CG - Dimensional Standards

*lot coverage: 100 percent  
permitted floor area: not more than 3½ times lot area  
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## Chapter 21.32 ML Light Manufacturing Classification

Provides for the heavier general commercial uses and for industrial activities and uses involving the processing, handling and creating of products, research and technological processes as distinguished from major fabrication. These uses are largely devoid of nuisance factors, hazard or exceptional demands upon public facilities or services.

### ML - Dimensional Standards (except adjacent to R or S zones)

*lot coverage: 100 percent  
permitted floor area: not more than 2½ times lot area  
height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## Chapter 21.34 MP Manufacturing Park Classification

Provides for industrial areas of high standards of operational development and environment. Standards of intensity of use and standards of external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards are established in this classification.

### MP - Dimensional Standards

*street property line setback: 50 feet  
side and rear yard setback: 20 feet  
permitted floor area: not more than 2½ times lot area  
height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

See text of zoning code for detailed performance standards.

## **Chapter 21.36 MH Heavy Manufacturing Classification**

Provides for industrial enterprises involving heavy manufacturing, assembling, fabrication and processing, bulk handling of products, large amounts of storage, warehousing and heavy trucking.

### **MH - Dimensional Standards**

*lot coverage: 100 percent*  
*permitted floor area: not more than 2½ times lot area*  
*height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards*

## **Chapter 21.38 FR Forestry and Recreation Classification**

Allows the development of forest land for the sustained production of forest products and the development of compatible uses such as recreation.

### **FR - Dimensional Standards**

*min. lot area for building site: 35,000 sq. ft.*  
*min. lot width for building site: 135 feet*  
*front, side and rear yards: 20 feet*  
*height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

## **Chapter 21.42 QM Quarry and Mining Classification**

Insures continued development of natural resources through inclusion of known deposits of minerals and materials within a zone reserved for their development and production and allows for the necessary processing of such minerals and materials.

### **QM - Dimensional Standards**

*min. lot area: 10 acres*  
*front, side & rear yards: 20 feet except if adjacent to R or S zone*  
*permitted floor area: not more than total lot area*  
*height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.*

*See text of zoning code for detailed performance standards.*

## **Chapter 21.43 AOU Airport Open Use Classification**

Provides for economic uses and development of areas affected by major airports which are compatible with neighboring residential areas, designated open space areas and airport clear zone requirements.

### **AOU - Dimensional Standards**

*min. lot area (new lots): 1 acre*  
*lot coverage: ratio of 1 unit ground coverage to 5 units of total land area (20%)*  
*height: 30 feet*  
*street property line setbacks: 25 feet*

## **Chapter 21.44 Unclassified Uses (Not a Zone)**

Provides for uses possessing characteristics of such unique and special form as to make impractical their being automatically included in any zone. The authority for location and operation of these uses is subject to review and issuance of a use permit.

## **Chapter 21.46.060 Potential Zone**

Recognizes the suitability of a location for a future type of use and the impracticability of precisely zoning the property until properly designed and planned.

## **Chapter 21.46.150 P Suffix - Site Plan Approval**

The requirement for site approvals based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of rights-of-way, street improvements, screening between land uses, signing controls, height regulations or others to assure its compatibility with adjacent land uses as well as the community. All conditions stipulated as a result of an area zoning process or zone reclassification shall be reflected and/or included in the site plan submittal.

## **Chapter 21.48 Zero-Lot-Line Provision**

In subdivisions or short subdivisions within an R, S or G zone, yard and lot width requirements may be varied in order to make better use of the lots, by specifying a building envelope on the face of the plat. Structures on adjacent lots must maintain a distance of 10 ft. or share a common wall. Before a lot in subdivisions using this arrangement can be sold, a copy of the plat and explanation of this provision must be shown to the buyer.

## **Chapter 21.56 Planned Unit Development (Not a Zone)**

Permits flexibility within a zone that will encourage a more creative approach in the development of land than a lot-by-lot development with the result that a more efficient and desirable use of land is produced. A minimum area of 1 acre is required.

## **Chapter 21.54.040 Flood Hazard Area**

A hazardous situation may exist within an urban, suburban or rural area and in a residential, agricultural or industrial zone. No permit or license for structures of the development or use of land shall be issued by King County within a flood hazard area unless approved by the Manager of the Building and Land Development Division. Such approval shall be based on a review of the provisions set forth in the Chapter and the technical findings and recommendations of the Director of Public Works.

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Stewart Neel, Shoreline Community Planning Committee

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